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CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

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August 27, 1984

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To: Land Use Committee.

Subject: Harbourfront John Quay Sub-Area Plan - Part A.

Origin: Commissioner of Planning and Development.
(c711uc84428:43)

Comments:

1. Background:

The John Quay Sub-Area Plan - Part A is the southern of two sub-area plans that together comprise the whole of John Quay except for the major park area adjacent to the Rees Street Slip. The John Quay Sub-Area Plan - Part B has also been submitted to the City and is currently being circulated for comments. The two Parts were prepared separately in order that Part A and the hotel/condominium development that is proposed in that area, south of Queens Quay, can proceed while issues raised by Part B are still being resolved. This report addresses Part A.

2. General Description of the Proposed Sub-Area Plan:

The John Quay Part A sub-area plan covers that part of John Quay which lies south of the relocated right-of-way for Queens Quay West, except for a strip approximately 35m wide on the east side of Rees Street Slip. This latter area will be part of a major park area on both sides of the slip, and will be included in the sub-area plan for the adjoining Maple Leaf Quay to the west.

There are three main developments proposed or existing within the sub-area plan. There is the existing Pier 4 retail and restaurant area, the Metro Police Basin, which will be redeveloped for a continued marine police function of a similar type and size, and the parking lot north of the police basin on which it is proposed to construct an eight-storey, 156-room hotel and a nine-storey, 62-unit residential condominium. These parcels will be linked to each other and Queens Quay West by a private road that will loop around the hotel/condominium site. Generous provision is made for pedestrian circulation around the hotel, beside Pier 4 and along the water's edge. The water's edge which would otherwise end at the Metro Police Basin is linked to the proposed park next to Rees Street Slip by a walkway around the basin. (See Map 4.3, 4.5, 4.11 in Appendix A).

3. Official Plan, Zoning and Sub-Area Plans:

The Official Plan includes the whole of this sub-area plan within Mixed Use Area B - John Quay. The Official Plan states that the area will be developed at moderate intensity for both commercial and residential uses. The permitted density is up to 2.05 times the area of the Quay, of which up to 1.23 times the area of the Quay may be for non-residential uses and up to 1.64 times the area of the Quay for residential uses. The Part A sub-area plan conforms to these requirements.

There is also a separate requirement in the Official Plan that 30% of the residential units be for assisted housing on John Quay. This requirement is not met in the area covered by the John Quay Sub-Area Plan- Part A. The requirement will either be met on the Part B portion of John Quay or it will be satisfied on Bathurst Quay, a change adopted in principle by Council at its meeting of June 11, 1984, but which still requires an amendment to the Harbourfront Official Plan. In either case, the assisted housing requirement is not proposed to be satisfied in the area covered by the John Quay Sub-Area Plan - Part A, and will be discussed further when this Department reports on the John Quay Sub-Area Plan - Part B.

The proposed developments, as discussed in the Part A Sub-Area Plan, conform to the Zoning By-law. However, the development review plans for the hotel/condominium complex require two minor variances to the Harbourfront Zoning By-law that are acceptable to this Department.

4. The Process and the Plan:

Harbourfront submitted the original version of the John Quay Sub-Area Plan- Part A in June 1984. This plan was circulated to various departments and agencies for their comments (see Appendix B). The sub-area plan was then amended by Harbourfront taking into account the concerns that had been expressed (see Harbourfront's letter dated August 13, 1984, Appendix C).

This revised plan has been further amended by this Department to ensure that all of the city's interests are covered. Appendix A contains the John Quay Sub-Area Plan - Part A as proposed for adoption.

5. Planning Concerns:

Although this Department identified certain issues that were not adequately described or treated in the original plan (e.g. the new Police Facility, open space calculations, etc.), the plan as currently written appears to be satisfactory. Harbourfront has no objections to the amendments that have been made.

6. Concerns raised through Circulation of the Plan:

All the responses to the Part A sub-area plan are contained in Appendix B. Specific concerns are noted here.

(a) The Toronto Transit Corporation:

The TTC wished to ensure that Queens Quay West can be widened to accommodate Light Rapid Transit. This plan envisions the necessary widening, but approval will be given in John Quay Sub-Area Plan - Part B. Otherwise, all the other matters have been noted and, if necessary, minor changes were made to the plan. In particular, this Department finds the urban design implications of the side pole configuration acceptable, and does not think that a wider right-of-way should be required.

(b) The Metropolitan Toronto Department of Parks and Property:

The Metro Department of Parks and Property had some concerns about the statements and plans with respect to the proposed new Metro Police Facility. The additional space required by Metro (up to 1 208 square metres from 1 115 square metres provided in the first version of the plan) has been provided for. With respect to their other comments, the text has been substantially changed by this Department. These changes have been made to ensure that every effort will be made to provide parking on the west side of the Police basin, not on the highly visible north side, that the small boat storage racks will not obstruct views into the basin during the summer months when they are not in use, and that there will continue to be views from the north into the basin. Metro has already instructed their architects to attempt to design a satisfactory facility that will meet these criteria. The Department of Parks and Property has indicated verbally that they have no substantive objection to the revised wording and plans.

(c) The Toronto Harbour Commissioners:

The Toronto Harbour Commissioners brought up two "non-planning aspects of the Plan." The question of responsibility for the Police Facility was settled over the telephone. The removal of the railway tracks will be addressed in the Part B Plan.

(d) Ministry of the Environment:

The Ministry of the Environment would like Harbourfront to be reminded of its commitment to have all projects subject to the Lakefill Quality Assurance Program. This matter is covered in the recommendations, but Harbourfront has responded in their letter of August 13, 1984 that the soils on John Quay south are not contaminated.

(e) Department of Public Works:

The Department of Public Works had some minor comments which have been acknowledged by Harbourfront in their letter of August 13, 1984. The requirement for a noise study for the Marine Police facility has been included in the recommendations.

(f) The Toronto Historical Board

The Toronto Historical Board pointed out that the parking attendant's booth for the existing parking lot was the original John Street Crossing Gatehouse which was included on List No. 1 of the City's Inventory of Buildings of Architectural and Historical Interest. The Canadian Railway Historical Association who owns the kiosk will be moving it to a new location. However, if a suitable location cannot be found before the commencement of construction, Harbourfront has written to say that if necessary they will move and store the building within Harbourfront for at least 9 months.

(g) Marathon Realty Company Ltd:

Marathon Realty has three comments on the John Quay - Part A sub-area plan on the Major Open Space, the Admiral Hotel, and the agreement between Marathon, CN and Harbourfront, although additional concerns have been raised regarding the Part B Plan.

This Department cannot see an advantage to discussing the permitted uses in the Major Open Space area adjacent to the east side of Rees Street Slip at this time, as proposed by Marathon, before Harbourfront is ready to examine the function of all the future open space around the Rees Street Slip. The Major Open Space area is already very limited in terms of the uses that may be permitted in it by the Official Plan Section 4.4 to park, use, marine uses and roads.

Many changes have been made to the plan with repsect to the Metro Police facility, including the reduction of the height limit to a maximum of three storeys (except for the height of the observation tower), the addition of statements regarding the preservation of north-south views, and the need to retain the park like character of the Major Open Space. These changes and the design resulting from them should satisfy Marathon's concerns.

Harbourfront also shows the various categories of open space in a rather unclear manner on Map 4.5 since some of the categories are overlapping and this was not indicated. Map 4.5 has since been amended to show Major Open Space only where the land cannot also be counted as land satisfying the requirements of Section 4.1 of the Official Plan.

Marathon found the plan provisions for the Admiral Hotel satisfactory. They have also suggested that due to the agreement between Marathon, CN and Harbourfront that the City might seek their assurance that the provisions of the agreement have been satisfied before considering other sub-area plans. This Department will forward future sub-area plans for the John Quay and Maple Leaf Quays to Marathon and CN for their comment in the same manner that this sub-area plan was submitted to Marathon, CN and other interested agencies.

(h) Harbourfront Review Committee:

The Harbourfront Review Committee considered this plan at their meeting of August 9, 1984, and endorsed the plan on the condition that ´every effort be made to move the parking for the Metro Police from the north side of the marine basin to the west side of the marine basin´. Such a condition has been included in the sub-area plan.

(i) Department of Parks and Recreation:

The main concern was that the Metro Works Yard building was shown on the open space area adjacent to Rees Street Slip on most maps and that this might be taken to indicate approval that it will remain. This is not so since the building is outside the boundaries of this sub-area, and the open space will be discussed in the Maple Leaf East sub-area plan.

(7) Amendment to the Master Agreement:

The Master Agreement between the City and Harbourfront contains a provision that would not permit final approval of any sub-area plan, not already approved, until the agreement on plans for Spadina Park and related matters has been entered into. This has not yet happened, but I do not think that the City should withhold approval of the plan and delay construction of the hotel and condominium project because of it. Harbourfront still has several sub-area plans which require approval any of which can, if required, be used to ensure the completion of the Spadina Parks agreement and plans. Therefore, I have recommended the necessary amendment to the Master Agreement to permit approval of this John Quay Sub-Area Plan Part A.

Recommendations:

1. That, subject to Recommendation 2, your Committee recommend that City Council approve the John Quay Sub-Area Plan - Part A text, and tables 3.1 and 3.2, and Maps 4.1, 4.2. 4.3, 4.5, 4.6b, 4.7, 4.8, 4.9, 4.10 and 4.11 as revised by the City and attached as Appendix A to this report.

2. That Council amend Section 7.1(1)(a) of the Master Agreement between Harbourfront and the City by adding the words "or the John Quay Sub-Area - Part A" so that Section 7.1(1)(a) will read as follows:

   "a) the Corporation notifies the City in writing that, by April 30, 1983, or by the date of final approval of a sub-area plan for any sub-area other than that defined for Bathurst Quay in the report from the Commissioner of Planning and Development to the Lnad Use Committee dated August 26, 1982 and entitled "Bathurst Quay Preliminary Sub-Area Plan", or "The Spadina Quay Sub-Area Plan, Phase B: The Marina" or the "John Quay Sub-Area Plan Part A" it will execute or have executed and register against title agreements required by paragraph 7.1 for the Spadina Quay Sub-Area;"

3. That Harbourfront be notified that a Noise Impact Statement must be submitted for the proposed development of new Marine Police facilities at the time of submission of plans for such development for the approval of City Council, under Section 40 of the Planning Act.

4. That the water's edge promenade as shown on Map 4.3(a), be secured by way of an easement as discussed in Section 7.1(c) of the Harbourfront Master Agreement.

5. That Harbourfront be requested to comply with any requirements of the Ministry of the Environment regarding the Lakefill Quality Assurance Program.

H. Edward Davidson

for: Stephen G. McLaughlin
Commissioner

APPENDIX A

Note: Changes made by the City are either:

(a) underlined for short additions;

(b) indented for longer additions.

JOHN QUAY SUB-AREA PLAN - PART A

TABLE OF CONTENTS

1.0 INTRODUCTION

2.0 JOHN QUAY SUB-AREA PLAN: PART A - TEXT

2.1 Sub-Area Plan Boundaries - General
2.1.1 Part A: John Quay South

2.2 Location of Streets, Buildings and Development Parcels
2.3 Existing Streets and Roadways
2.4 Connections with Public Streets
2.5 Municipal Services
2.6 Location and Dimensions of Areas to be Offered for Dedication
2.7 Location, Dimensions and Landscape Concept for Other Areas of Publicly Accessible Open Space
2.8 Uses and Densities by Parcels
2.8.1 Metro Police Basin
2.9 Parking Facilities
2.9.1 Metro Police Basin
2.10 Service and Loading Facilities
2.11 Public Transit
2.12 Building Envelopes
2.13 Pedestrian Circulation System
2.14 Recreation Space
2.15 Community Service and Facilities
2.16 Housing Objectives
2.17 Environmental Goals
2.18 Compatibility Between Uses
2.19 Peak Hour Traffic Generation
2.20 Existing Gross Foor Areas
2.21 Development Review

3.0 TABLES

3.1 Open Space Areas
3.2 Proposed Uses and Gross Floor Areas

4. PLANS

4.1 John Quay Context
4.2 John Quay Sub-Area Plan Boundaries
4.3 Parcels and Dimensions
4.4 Municipal Services
4.5 Open Space Location
4.6 b) Private Road Concept Plan
4.7 Metropolitan Toronto Police Basin - Uses and Facilities
  a) Existing
  b) Proposed
4.8 Parking/Vehicular Access
4.9 Building Envelopes
4.10 Views and Vistas
4.11 Pedestrian Circulation

JOHN QUAY SUB-AREA PLAN PART A

1.0 INTRODUCTION

The John Quay Sub-Area Plan represents the fifth sub-area plan submission prepared by Harbourfront Corporation pursuant to the Master Agreement between the City of Toronto and Harbourfront Corporation.

This sub-area plan falls completely within Mixed Use Area "B" of the Harbourfront Official Plan and contains Harbourfront´s proposed development plans for the John Quay area. Plans for the area south of Queens Quay West, Harbourfront´s primary public street, include a specialty hotel with residential, restaurant and retail uses. To the north, development will focus on the production of new housing.

The proposals made in this plan are consistent with the development context contained in the Official Plan which establishes that John Quay should be an area with a moderate intensity of both commercial and residential development.

Residential proposals contained in the John Quay Sub-Area Plan are predicated on City Council´s approval to amend the Harbourfront Official Plan as it relates to housing goals. A report which recommends that the assisted housing requirement be transferred to a larger site on Bathurst Quay is currently before City Council. This will permit the immediate development of a sizable number of low-priced, modest-sized residential units on John Quay North.

This plan takes into consideration current discussions between Metropolitan Toronto and City officials regarding improvements to public transit and street connections to the waterfront. These include new egress ramps from the Frederick Gardiner Expressway in the vicinity of John Quay. For this reason, an allowance for a possible new ramp is contained in this sub-area plan.

In addition, City Council's approval of the Spadina Quay Sub-Area Plan included approval of Harbourfront's Road Concept Plan. The alignment and dimensions of the new Queens Quay West, which will be extended in order to create a continuous east-west transportation corridor, was determined between York Street and Bathurst Street. However, although the alignment of Queens Quay West has been approved through John Quay, an increase in the right-of-way width is required in order to allow proposed improvements to public transit. Therefore, this sub-area plan will permit a wider Queens Quay West through a setback in order to accommodate a rapid transit line.

Finally, with respect to transportation improvements, this plan assumes that the main rail lead, currently located on the existing Queens Quay West, will be removed. Agreement in principle by the City, Harbourfront, the Toronto Harbour Commissioners, CN Rail and CP Rail has been reached for its removal, as well as the removal of existing spur lines located north of the main lead. Negotiations for formal agreements required to implement the railway line removals are currently underway.

Certain lands adjacent to the Rees Street Slip within John Quay have not been included in this plan. These lands are designated "Major Open Space" in the Harbourfront Official Plan and form the east half of the future Rees Street Park. Upon consultation with City of Toronto Planning and Development staff, it was agreed that the development of a design concept should be undertaken for the entire Rees Street Park, i.e, those lands on both sides of the slip, at the same time. Further, in the absence of detailed plans for the lands adjacent to the west side of the slip, the "Major Open Space" lands surrounding the water area could be included in a future sub-area plan for Maple Leaf Quay East.

Queens Quay West bisects John Quay and, as the "spine" or primary element of the public road and open space system at Harbourfront, serves as the principal organizing element for all development parcels. Thus, the location of Queens Quay West at John Quay provides an opportunity to focus separately on the two areas created on either side of the street.

This sub-area plan has two parts, Parts A and B, which separately fulfill the full requirements of Section 4.1(a) of the Master Agreement, and together comprise Harbourfront's comprehensive development plan for John Quay. Part A, John Quay South, focuses on the development of the lands south of the approved Queens Quay West. Part B, John Quay North, details development plans for those lands north of Queens Quay West and includes consideration of a widened Queens Quay West.

The structure of this submission permits Council's consideration of Parts A and B separately. This submission deals with Part A.

It is our belief that this sub-area plan has been prepared in conformity to Harbourfront's Official Plan, Zoning By-law and Master Agreement.

2.0 JOHN QUAY SUB-AREA PLAN: PART A - TEXT

2.1 Sub-Area Plan Boundaries - General

The location of John Quay within the context of Harbourfront and adjacent lands is indicated on Plan 4.1.

Plan 4.2 indicates the boundaries of the John Quay Sub-Area Plan, which are defined as follows:

- to the north, the southern boundary of the existing right-of-way for the Gardiner Expressway between the eastern limit of John Quay, i.e., Combined Area 2 as defined by the Harbourfront Zoning By-law, and the western boundary of Rees Street (formerly John Street right-of-way);
- to the east, the eastern boundary of John Quay, i.e., Combined Area 2 as defined by the Harbourfront Zoning By-law; and,
- to the west, the western boundary of former right-of-way for Rees Street projected southward to the southern boundary of the sub-area.

The total area included in the John Quay Sub-Area Plan, Parts A and B, is plus or minus 39 179 square metres comprising approximately 75% of Official Plan Mixed Use

Area "B". The net area included in this plan, excluding the existing water area of the Simcoe Street Slip, is plus or minus 34 406 square metres.

The sub-area boundaries as defined include all new proposed parcels and streets and allow consideration of the full development potential of the lot. As a result, a description of the development potential for the balance of Mixed Use Area "B" has not been included. This submission proposes to allocate the full development density to the parcels included in this sub-area plan, with one minor exception for community services and facilities space as discussed in Part A, Section 2.8.

The boundaries for this sub-area plan do not include those lands designated "Major Open Space" along the eastern side of the Rees Street Slip. These lands form the eastern portion of a major park which is to surround the slip and continue northward into the redevelopmemnt of the Railway Lands and eventually into the Central City.

Similarly, the Official Plan "Major Open Space" area designated to the north of the Simcoe Street Slip is, for the most part, within York Quay. A small strip of land approximately plus or minus 9.5 metres in width falls within the boundaries of John Quay. Part B contains discussion of a temporary landscaping solution for these lands.

2.1.1 Boundaries - Part A: John Quay South

Part A, John Quay South, addresses the proposed development of those lands to the south of the southern boundary of the approved Queens Quay West. The specific boundaries of Part A are illustrated on Plan 4.3 and are described as follows:

- to the north, the southern limit of the approved right-of-way for Queens Quay West;
- to the east, the eastern boundary of John Quay, i.e., Combined Area 2 as defined by the Harbourfront Zoning By-law;
- to the south, the southern boundary of John Quay, i.e., Combined Area 2 as defined by the Harbourfront Zoning By-law; and,

- to the west, the western boundary of Rees Street projected southward from Queens Quay West to the southern boundary of the sub-area.

The total land area within the Part A boundaries is plus or minus 26 741 square metres, comprising approximately 68% of the John Quay Sub-Area Plan and 51% of Mixed Use Area "B".

The Part A boundaries encompass three development Parcels. For ease of reference these are identified as Parcels JQ-1, JQ-2 and JQ-4.

Parcel JQ-1 is created for the development of hotel, residential, retail and below grade parking uses.

Parcel JQ-2 is located directly to the east of Parcel JQ-1 and contains an existing brick and timber structure known as Pier 4. The structure has been renovated and is currently used for marine-related retail and restaurant uses.

Parcel JQ-4 is comprised of the existing Metropolitan Toronto Marine Unit Police Basin, commonly referred to as the "Metro Police Basin".

> The design of the park and facilities adjacent to Rees Street Slip will be undertaken as part of a future sub-area plan for Maple Leaf Quay. A minor shift of this sub-area boundary westward may be permitted by Council if this would permit a significant improvement to the design of the Metro Police Facility, in the context of the other uses and concerns on John Quay south of Queens Quay West. This shift in boundary of not more than 3 m could be approved, if required, at the time of Development Review for parcel JQ-4.

2.2 Location of Streets, Buildings and Development Parcels

Plan 4.3 illustrates the site plan for Part A, John Quay South, and indicates the location and dimensions of the proposed parcels and private roadway. In addition, the plan illustrates the location of existing buildings and uses which are to be retained.

Parcel JQ-1 boundaries are defined by the approved southern boundary of Queens Quay West and by the proposed allowance for a new private road on all other three sides. Parcel JQ-1 represents the only new private development parcel in Part A.

The Pier 4 structure and related adjacent lands comprise Parcel JQ-2. This parcel is bounded to the north by the approved southern boundary of Queens Quay West; to the east and south by the western and northern limits, respectively, of the existing water's edge; and to the west by the limits of the proposed private road allowance and the existing Metro Police Basin.

Parcel JQ-4 is comprised of the existing Metro Police Basin. The boundaries of this parcel are: the southern limit of the proposed allowance for the new private road to the north; the sub-area plan boundary to the west; ((the limit of the future Rees Street Park as established in the Official Plan to the west)); the northern limit of Harbourfront's water's edge to the south; and, to the east, a line which is approximately coincident with the water limit of the basin.

Section 2.8, Uses and Densities by Parcels, contains further information on the areas for Parcels JQ-1, JQ-2 and JQ-4, as well as the specific densities and uses allocated to each parcel.

Two existing uses on the site will be retained, although in the case of Pier 4 the related structures will be renovated, and in the case of the police basin, demolished and a new facility constructed.

Pier 4, as indicated on Plan 4.3, will continue and remain in its existing location on Parcel JQ-2. Currently, the structure accommodates specialty marine retail in the north portion of the structure and a restaurant/bar facility to the south. The retail is separated from the restaurant/bar by an open "breezeway" in the mid-section of the structure. Expansion of the restaurant uses and the relocation of those uses to the north portion of the structure are discussed in Section 2.8, Uses and Densities by Parcels.

Parcel JQ-4 will continue to exist as the headquarters for the Metropolitan Toronto Police Marine Unit. This use is described in further detail in Section 2.8.1, Metro Police Basin.

No other buildings or uses are to continue within the Part A boundaries.

Finally, with respect to the location of new streets, Plan 4.3 illustrates the approximate location and dimensions of the only new road proposed for development within Part A. This proposed private roadway will loop around Parcel JQ-1.

In contrast to Queens Quay West, the road will serve only those parcels south of the major public street. The proposed road is comprised of an 18 metre allowance with a vehicular paved surface that generally varies from 7 to 10 metres in width to allow two-way traffic. These dimensions will allow generous areas for pedestrian access around the new private parcel, to the future major park and water's edge areas of John Quay.

Over and above providing vehicular/service access for developments adjacent to it, the private road will function as the primary pedestrian access to and through John Quay South.

The eastern leg of the proposed road defines the edge of the future Rees Street Park. Thus the road gives vehicular and pedestrian access to this park and related water's edge, which will be focal elements of Harbourfront's open space network within John Quay.

To the south, the proposed loop road will continue along the edge of the basin, extending pedestrian access eastward from the future park to Pier 4 and the pedestrian bridge linking York Quay to John Quay.

The function of the private road in relation to the pedestrian circulation system is discussed in detail in Section 2.13, Pedestrian Circulation System.

2.3 Existing Streets and Roadways

The location of Queens Quay West is indicated on Plan 4.3. Matters affecting Queens Quay West are discussed in Part B, John Quay North.

Briefly, the re-alignment, extension and dimensions of Queens Quay West to Bathurst Street were formerly approved by City Council as part of Harbourfront's Road Concept Plan. No change to the location and alignment of the street is proposed in Part B. In anticipation of the development of the LRT line, Part B proposes a plus or minus 3.78 metre wide setback adjacent to the northern boundary of the right-of-way which will allow for a wider Queens Quay West. The width of the right of way will be approved as part of the Part B plan, not this plan.

No other existing public streets or private roadways are to be maintained within Part A.

2.4 Connections with Public Streets

Part A includes two connections with an existing public street. The proposed private road will intersect with Queens Quay West along its approved southern boundary in two locations as indicated on Plan 4.3.

The major connection to Queens Quay West is located at the intersection of Rees street and the proposed private road. This intersection is proposed to permit four-way movements, i.e., left and right turns into and out from the private road. It is anticipated that a signalized intersection will be appropriate in this location prior to or at full development.

The second connection occurs where the eastern portion of the private road meets Queens Quay West. A T-intersection incorporating all movements is also propsoed at this connection.

The precise location of and geometric design for these intersections, together with the streetscape design, will be sumbitted to the City at the time of Development Review.

2.5 Municipal Services

Currently, existing uses, including the Metro Police Basin and Pier 4, are serviced via private connections to existing services along Queens Quay West.

Services to new development will be via direct building connections and will be carried out by the individual developers of parcels and in accordance with the City of Toronto standards and specifications as required by the Commissioner of Public Works.

As a result, Harbourfront Corporation does not proposed to construct any new services for conveyance to the City.

2.6 Location and Dimensions of Areas to be Offered for Dedication

There are no areas within the Part A lands to be offered to the City of Toronto for dedication as public park.

The Water's Edge Promenade at John Quay will ultimately extend around the perimeter of the quay, as envisioned by the Harbourfront Official Plan, Zoning By-law and the Master Agreement. Those portions of the water's edge included in Part A, specifically along Simcoe Slip and directly south of the Pier 4 structure, are now in final built form.

Plan 4.3 a) illustrates the water's edge areas located within the boundaries of this sub-area plan. Due to the Pier 4 structure, which existed prior to the assembly of the Harbourfront site, and is to be maintained as part of the redevelopment of John Quay, the water's edge varies in width from the 7 metres which is to be developed generally across the entire Harbourfront site. Schedule D of the Master Agreement permits this variance from a 7 metre wide water's edge in situations where existing buildings are to be retained. As illustrated on Plan 4.3 a), the water's edge within the boundaries of this sub-area plan varies from 4.5 metres in a limited area directly southeast of the Pier 4 (south) building to 6.7 metres at the entry point of the Police Basin. Generally, the water's edge averages 6 metres in width along the west side of the Simcoe Street Slip.

The portions of the water's edge south of the Metro Police Basin will be completed at approximately the same time as the upgrading of the Police Basin. While the water's edge will be similar in general character and materials to that already completed on John Quay and other parts of the Harbourfront site, its design will also respond to the specific improvements to the basin.

Harbourfront will enter into an agreement with the City of Toronto in order to guarantee public access along the water's edge. Discussions regarding the form of this agreement are ongoing.

As indicated in Table 3.1, the water's edge within Part A has an area of approximately +/- 1 698 square metres (.42 acres). Of this, approximately 1 130 square metres has been completed in its final form, representing 66% of the water's edge within this sub-area plan.

2.7 Location, Dimensions and Landscape Concept for Other Areas of Publicly Accessible Open Space

Plan 4.5 illustrates the different types of open spaces within Part A which qualify as

´open space´ within the meaning of Section 4.1 of the Harbourfront Official Plan and/or as ´Major Open Space´ within the meaning of Section 4.4 of the Harbourfront Official Plan. These areas are approximate and specifically the Section 4.1 open space will be revised to the extent that the non-dedicatable open space is used for private or semi-private uses. The potential areas in which some private or semi-private open space will be created are adjacent to Pier 4. These spaces will be shown on the Development Review plans for the Pier 4 buildings and reviewed by Council at that time.

Table 3.1 shows which areas may be counted towards the 40 acres of open space for the whole of Harbourfront required by Section 4.1 of the Harbourfront Official Plan, and the areas of the Metro Police Facility which count as Major Open Space but not as open space for Section 4.1 of the Official Plan.

All areas which are to be developed as open space accessible to the public will be developed in accordance with the applicable guidelines contained in Schedule C of the Master Agreement.

As indicated in Plan 4.5 and Table 3.1, the proposed private road represents approximately 1 952 square metres (.48 acres) of land, not covered by buildings or street pavement, which will be accessible to the public. The prime pedestrian areas within this publicly accessible open space will be hard surfaced with appropriate materials. These areas will also be well lit either from the adjacent buildings or with independent light standards and could include a complement of street furniture. For example, garbage receptacles, benches, information kiosks etc., may be sited in appropriate locations. Trees will be planted to reinforce and define the pedestrian areas and shade the walking surface.

Certain other lands qualify as publicly accessible open space within the guidelines established by the Official Plan. These lands include parcel-related open areas and specifically are comprised of setbacks, walkways, arcades, courtyards and other spaces created on each parcel on lands not covered by buildings unless they are used for private or semi-private purposes such as restaurant patios.

The Part A parcel-related, publicly accessible open spaces consist of the following:

i) Parcel JQ-1

Plan 4.5 illustrates approximately +/- 1 466 square metres (.36 acres) of publicly accessible open space around Parcel JQ-1. This area is first comprised of a typical 1.9 metre setback along Queens Quay West and a typical 2.5 metre setback on all other sides. The treatment of these pedestrian surfaces will be consistent with and an extension of the prime pedestrian areas within the private road. Second, an arcade around the perimeter of the Parcel will be developed behind the setback and will average 3.2 metres in width.

ii) Parcel JQ-2

Two major areas of publicly accessible open space will be developed on this parcel. First, Plan 4.5 illustrates the approximate location of +/- 360 square metres of land located south of Queens Quay West and north of the Pier 4 structure. This area will be developed as an entry plaza to Pier 4, marking the planned primary pedestrian entrance into the structure. The plaza will be substantially hard surfaced and will respond to the character of the Queens Quay streetscape design and the water's edge bounding it on its north and east sides respectively. Formal tree planting will mark the entry to the building and will be consistent with the general planting arrangement along Queens Quay West.

Southward from the plaza, along the entire west side of the Pier 4 structure, is a +/- 2 metre walkway. The walkway, currently elevated, will be lowered to the level of the pedestrian area along the east side of the proposed private road, creating a more generous pedestrian zone. This pedestrian zone continues southward to the second major area of publicly accessible open space associated with Parcel JQ-2.

This area, illustrated in Plan 4.5, is approximately +/- 1,298 square metres (.32 acres) and lies between the western edge of the south portion of the Pier 4 structure and the Metro Police Basin. This area, designated in the Official Plan as "Major Open Space", will have a dual function.

First, it is a major area for pedestrian activity where traffic from the Amsterdam Bridge, the water's edge promenade and the future Rees Street Park meets. Pedestrian movement will continue through this public area, at grade, along the east edge of the basin to a point where it will connect to the water's edge promenade along the south seawall.

Secondly, the area will respond, in its design and function, to the nature of the uses in the facilities adjacent to it. For example, an outdoor terrace will be developed adjacent to the restaurant within the Pier 4 building (the public entry and loading/service areas of the building will be relocated).

Continuous public access from Queens Quay West to the John Quay South water's edge will be provided and secured by the City, preferably through Development Review from the south-east corner of the Police Basin around the Police Basin to the Major Open Space area adjacent to Rees Street Slip.

iii) Parcel JQ-4

The Official Plan designates the entire Metro Police Basin as "Major Open Space". This represents 5 849 +/- square metres of land and water area. This area has been included in Table 3.1 in accordance with Sections 4.4(ii) and 4.4 (iii) of the Official Plan which stipulate that the Major Open Space may include buildings or structures for marine related purposes and further, that the space may include water areas.

The design of the upgraded police facility will not detract from the essential park-like character of the Major Open Space. Wherever possible accommodation of interesting public views of and over this Major Open Space will be accommodated during the design of the facility. The most northeastern corner of the basin will be left open and undeveloped in order to allow views of water and/or boats in the basin as pedestrians cross the Amsterdam Bridge. Further, in order to preserve north/south at grade views into the basin, the north edge of the basin will be visually open to, at minimum, the width available as part of the the original police facility, i.e., as existing of the date of the submission of this plan" that is, approximately 50% of the width of the basin.

In summary, Table 3.1 indicates approximately 12 977 square metres or 3.21 acres of different types of open space will be developed in Part A of this sub-area plan; of which +/- 6 307 sq. m or 1.55 acres can be considered as being part of the 40 acres (16 hectares) of open space required by Section 4.1 of the Official Plan. Land and water to be used as part of the Metro Police Facility cannot be counted toward this total.

2.8 Uses and Densities

Table 3.2 indicates the proposed uses and gross floor areas for each parcel within Part A and provides a description of the remaining potential allocated to those John Quay lands outside of Part A.

Harbourfront Corporation is currently in the process of acquiring the Zoning By-Law C1 lands. These lands, and the development potential associated with them, have therefore been included in the John Quay Sub-Area Plan.

A total of 91 578 square metres of combined maximum residential and non-residential gross floor area is available on John Quay for development. Of this total, 28 060 (+/- 15%) square metres of residential and non-residential gross floor area is allocated to Part A.

Parcel JQ-1 is allocated approximately 12 895 square metres of non-residential and 12 092 of residential gross floor area for the development of a specialty hotel.

Small-scale in nature, the development will consist of a hotel of approximately 156 rooms, 62 residential condominiums, ground floor retail and restaurant/bar uses.

The ground floor retail uses associated with Parcel JQ-1 will encompass a marine theme consistent with the nature of existing uses and activities in other parts of John Quay South.

Parcel JQ-1 also includes the development of a below-grade parking facility. Because Harbourfront Corporation does not anticipate that any of the parking proposed will be developed above grade, no non-residential gross floor area has been allocated to this parcel for the purposes of parking.

Parcel JQ-2 has been allocated a total of 3 232 square metres of non-residential gross floor area. This is comprised of the existing 2 432 square metres of non-residential gross floor area, as well as an additional 800 square metres of non-residential gross floor area to permit minor additions to the existing structure during renovation. The greatest part of the density will be used for a second storey/mezzanine in the northern building.Restaurant uses, similar to those existing in the south portion of the structure, will be located in the north portion of the structure. The marine-related retail currently located in Pier 4 will be relocated to Parcel JQ-1.

Table 3.2 indicates the bonus for community services and facilities calculated for C and C1 lands to be 2 376 square metres. Parcel JQ-4, the Police Basin facility, has been allocated a maximum of 1 208 square metres of this bonus for the purpose of maintaining the existing police use in an upgraded facility. This facility is discussed in greater detail in Section 2.8.1.

The remaining 1 261 square metres of bonus gross floor area is allocated to the future Rees Street Park for the development of community faciliites and related park structures, as permitted by and in accordance with the policies of the Official Plan, and to those lands north of Queens Quay West. This density is available for use in those areas but will only be used if the applicable sub-area plan approves the use of the density.

In the absence of building and renovation/expansion designs for Parcel JQ-2, the proposed maximum floor areas in the residential, non-residential and combined categories are proposed within a 15% flexibility. This flexibility is considered important in order to enable realistic design opportunities. More precise figures will be submitted at the time of Development Review, however the densities will only be permitted to increase if the other aspects of this sub-area plan are complied with.

The following represents the parcel areas for Part A and the resulting densities once the allocated floor areas are applied:

Parcel	Parcel Area(2)	Densities
JQ-1	+/- 4 648	5.4 (+/- 15%)
JQ-2	+/- 4 458	.7 (+/- 15%)
JQ-4	+/- 5 849	.2

Parcel areas are approximate and will be confirmed by survey at the time of the associated Development Review applications.

As Table 3.2 indicates, the remaining non-residential and residential gross floor areas for John Quay are allocated entirely to those lands north of Queens Quay West which comprise Part B of this sub-area plan.

The 60 859 square metres of residential gross floor area and the remaining 2 500 square metres of non-residental gross floor area can be accommodated on John Quay north of Queens Quay West in the parcel more fully described in the Part B Sub-Area Plan. Briefly, the development of this density could yield three multi-storey structures ranging in height from 19 storeys to approximately 27 storeys all built on a continuous ground floor podium of retail with approximately three storeys of parking developed above the retail level. This level of development can be accommodated in a manner consistent with those relevant provisions of the Official Plan and Harbourfront Zoning By-Law including heights, views, etc.

2.8.1 Metro Toronto Police Basin

The boundaries and dimensions of Parcel JQ-4, known as the Metro Toronto Police Basin, are indicated on Plan 4.3. Minor changes to the boundaries can be permitted by Council at the time of development review if in Council's opinion these will allow for a significant improvement to the scheme. However, any reduction in usable open space will not be accepted lightly.

The parcel is approximately +/- 5 849 square metres in area and has been used for Marine Police purposes since 1929.

The marine police function has long been recognized as an essential community service for the inner harbour. When the Harbourfront lands were assembled in 1972, an agreement between the Federal Department of Public Works and the Toronto Harbour Commissioners provided for the licence of this site to the Toronto Harbour Commissioners in perpetuity. In this way, the use of the site could continue for marine police purposes.

Subsequently, in 1983, the marine police function was transferred from the Toronto Harbour Commissioners to the Metropolitan Toronto Police. The Metropolitan Toronto Police Department has since assumed the responsibility for the operation of the marine unit.

This plan proposes to establish certain parameters for the detailed design and development of a new Marine Police facility to be undertaken by the Metropolitan Toronto Corporation. As timing for the provision for new facility and exact construction budget are still to be determined, the precise location and design of all the elements of the new facility cannot be completed. Therefore, this plan establishes zones within which specified aspects of the facility are to be located. Accordingly, a framework for a future detailed plan for the design and development of a new Marine Police facility is proposed.

Plan 4.7 a) illustrates the existing police use and its associated structures in detail. The police operation currently contains approximately 1 082 square metres (11,650 square feet) of floor area in the existing station building. The station building is located on the northwest corner of the parcel. Covered or protected berths required as a workshop/repair and impounded vessel berthing are located immediately south and east of the station (i.e. on the west and north sides of the basin). The northeast corner and the east side of the basin contain outdoor wooden docks for the berthing of charter and special purpose vessels. The unit observation tower, which stands approximately 24.4 metres in height, is located in the southwest corner of the site.

The proposed framework for the redevelopment of the Police Basin is indicated on Plan 4.7 b). The Metro Police Basin will continue to be used for marine police and ancillary uses and structures. The program requirements for a new facility do not vary substantially from the existing program.

There are five elements included in the police facility which will be incorporated in the area identified on Plan 4.7(b) as "Zone 1". First is an upgraded police station, which will not exceed 1 208 square metres (13,000 square feet) in total area, of which not more than 604 square metres (6,500 square feet) will be located at grade. It is anticipated that the total floor area of the station will be accommodated within a two-storey station structure, but in any event, will be a maximum of three storeys, except for the observation tower. Further, it is anticipated that the station facility will be developed in the northwest and west portions of the police basin.

Secondly, the existing covered berthing facilities, currently in poor condition, will be replaced within Zone 1. These boathouses will continue to serve as the berthing area for police vessels and will provide a protected area for workshop/repairs, underwater training and assembly during waterfront emergencies.

Thirdly, outdoor docking areas will continue to be needed for the berthing of visitor and impounded vessels. These docks will also be upgraded.

The fourth component arises from the need for outdoor storage of emergency vessels. As the other two police marine satellite depots will not be staffed during the winter months, these boats cannot be stored at sites other than the main (i.e. Harbourfront) site due to the high potential for vandalism of police equipment and the absence of repair/refurbishing facilities. Specifically, the winter storage of approximately forty 18-foot life-saving boats must be accommodated.

Every effort will be made to design the winter storage so that the views of the Major Open Space area of the Police Basin are not obstructed during the summer months such as through the use of collapsible racks or other suitable means such as in the building itself.

Finally, Zone 1 will include a new boat launch, likely in a location along the north boundary which is directly accessible from the proposed roadway.

Plan 4.7 b) also illustrates the location of an upgraded observation tower, which will be rebuilt approximately in its existing location and height in order to maximize the viewing distances of the harbour.

Parking and loading is discussed in Section 2.9.1.

Zone 3, located within the east and southeast portions of the basin, identifies an area for outdoor docking facilities which shall be used for the mooring of charter and special purpose vessels. This zone makes provisions for the maintenance of this docking use in its existing location within the basin and will be constructed to retain the park like character of the area.

The scale of the upgraded police facility will not vary considerably from that of the existing facility. However, the new facility will reflect the design quality of future Harbourfront developments adjacent to the basin.

The detailed design of the new facility will be subject to City approval. At that time, the precise location of all components of the upgraded facility, its design, associated landscaping, etc., will be determined. The detailed plans will conform to the approved sub-area plan, the Harbourfront Official Plan and Zoning By-law.

2.9 Parking Facilities

The parking scenario developed for Parcel A lands takes into account the proposed mix of uses, proposed gross floor areas and the associated requirements of the Harbourfront Zoning By-law. The precise number of required spaces may vary depending on the final mix of uses and associated amount of floor area.

The parking plan for Part A has been devised on the basis of certain principles.

First, the parking facilities to be provided will meet the requirements of the Harbourfront Zoning By-law.

Secondly, the parking plan has been based on Harbourfront's desire to minimize the visual impact of parking facilities by encouraging the development of below ground parking.

Thirdly, in view of the limited parcel related area outside of the Pier 4 structure, and more particularly, in view of Harbourfront's proposal to develop these lands as landscaped, publicly accessible open space, the parking requirement for this parcel will be accommodated within the parking facility to be developed on Parcel JQ-1.

The Parcel JQ-1 proposed facility will provide a total of +/- 390 spaces below grade. Table 3.3 indicates that a minimum of 167 parking spaces will be required according to the Harbourfront Zoning By-law for the uses contained in Parcels JQ-1 and JQ-2. Consequently, +/- 223 parking spaces over and above those required will be available as recreational parking.

Because the facility will be completely below grade and the adjacent private road is not to be dedicated as a public street, the opportunity to extend the below ground parking facility beneath the private road allowance is being utilized. Thus, Parcel JQ-1 includes a below grade area beneath the road, which will be defined at the time of development review.

The development of one parking access/egress along the eastern side of the private roadway has been based on a desire to minimize the intrusion of service uses into ground floor retail area and pedestrian use along Queens Quay West, the future park and the basin.

2.9.1 Metro Police Basin

Table 3.3 identifies the Zoning By-law minimum parking requirements for the police station. In accordance with the proposed gross floor area, a minimum of two spaces is required. However, discussions with Metro Police Department officials have identified a need for additional parking for police and emergency vehicles.

> The preferred location for parking for the upgraded police station to accommodate 13 cars is on the west side of the basin since this location keeps the important view from the north uncluttered by cars, and reduces any safety risk from cars backing out in an area of high pedestrian flows. An alternative location on the north side will only be considered if every reasonable effort has been made to accommodate a suitable parking area on the west side, and if this alternative has been designed to minimize the adverse affect on views from the north towards the police basin and the water and eliminate the safety problems.

2.10 Service and Loading Facilities

The development of service and loading facilities will be undertaken on the basis of the following principles:

0 all loading facilities will be accessed from grade and in accordance with the requirements of the Harbourfront Zoning By-law

0 all loading facilities will be located in ways to prevent the obstruction of pedestrian areas by service traffic.

2.11 Public Transit

In the short term, the lands within this sub-area plan will continue to be served by the Spadina Ave. 77B bus, a Toronto Transit Commission (TTC) service along Queens Quay West which operates with headways, in peak periods, of every 7-8 minutes and in off peak periods, every 13-16 minutes. Existing bus stops are currently located directly north of Parcel JQ-1 on both sides of the street.

Harbourfront has also undertaken discussions with the TTC and all other relevant authorities regarding the implementation of appropriate new transit routes to serve developments at Harbourfront. Two other short-term options which have been discussed include increasing the frequency of the Spadina bus and extending the Bay bus service from Bay along Queens Quay West, possibly to Bathurst Street.

In the medium and long term, John Quay will also be served by the Harbourfront LRT line. Metro Council has approved funding for the completion of the detailed implementation plan for the first stage of the LRT line to be developed. This first stage, representing a total of 1.68 km/ (1.04 miles), will follow a route commencing from Union Station, south along Bay Street, west along Queens Quay West to, and eventually northward along, Spadina Avenue.

Discussions between Metro, TTC, the City and Harbourfront with respect to the widening of portions of Queens Quay West to accommodate the LRT are currently underway. Part B of this sub-area plan has a +/-3.78 metre setback which could increase Queens Quay West to permit accommodation of the LRT.

Although the details of line capacities, headways, stops, etc. are not yet known, it is anticipated that loading platforms adjacent to the line will be provided at the major intersections, such as Rees Street.

2.12 Building Envelopes

The building envelopes for Part A are illustrated on Plan 4.9

The following description is intended to satisfy the requirements of the Master Agreement with respect to the description of the Parcel JQ-1 building envelope. This building envelope has been prepared in conformity with Section 2.3 of the Official Plan and Section 3.5 of the Zoning By-law.

A four-storey podium, which includes an arcade for the first floor around all four sides, will be developed to the limit of the setback envelope. Two north/south slabs will be accommodated above the podium elevation along the east and west flanks of the site. The higher building mass will be developed along the western flank, the lower along the east, adjacent to the existing Pier 4 structure. The internal central courtyard on the top of the podium between the two slabs is a landscaped outdoor recreation area for the complex. The structure will be set back an average of 1.9 metres along Queens Quay West in order to create a continuous building frontage to the street. Build to lines along the east and west flanks define and frame views from Queens Quay West south to the lake. The building is set back 2.5 metres on the south to provide a more generous pedestrian domain along the major east-west pedestrian route. The continuous arcades provide pedestrian protection in inclement weather around the perimeter of the parcel.

> A mezzanine/second floor will be added inside the northern building. Other minor changes may be required and these will be approved at the time of development review for the second storey addition. However, under all circumstances a generous pedestrian walkway will be maintained opposite the Amsterdam Bridge connecting through to the Police basin and private road.

Zone 1, as illustrated on Plan 4.7 b), establishes the location of the building components associated with Parcel JQ-4. The building mass will be distributed principally along the western and the northwestern edges of the basin. All development will be setback +/- 2.5 metres along the north edge of the basin. Further, the most northeastern corner of the basin will remain open and free of any buildings. Finally, in order to preserve at-grade north/south views into the basin, the north edge of the basin will be visually open to a minimum of the width available as part of the original policy facility, i.e. as existing on the date of the submission of this plan, that is approximately 50% of the width of the north edge of the basin.

The police station and boathouses are anticipated to be two storeys in height but in no instance will they be greater than three storeys.

Plan 4.9 illustrates a 2.5 metre setback for all development adjacent to the north boundary of Parcel JQ-4. New development will preserve the small-scale quality of the existing facility, particularly with respect to building heights.

Plan 4.10 illustrates the views and vistas outlined in Schedule G of the Master Agreement as well as those created by the development proposed in this submission. The parcel location and building envelopes will permit and maintain high and low level views of the future Rees Street Park and the harbour area from various points within John Quay and along Queens Quay West and the north of Harbourfront.

A visual corridor has been established along the projection of the alignment of John Street south from Front Street to the water´s edge. The development of the highest Parcel JQ-1 building component along the projected eastern extremity of this corridor will enhance and define this high-level view, as should the future development within Parcel JQ-4.

In addition, the relationship between Parcel JQ-1 and the loop road will create a variety of views to the water from several locations, including the proposed multi-storey structures to the north of Queens Quay West and for pedestrians and vehicles travelling along Queens Quay West.

The east-west visual access established by the Amsterdam Bridge over the Simcoe Street Slip and the Pier 4 "breezeway" will be maintained with respect to the view of the "Major Open Space" area as designated in the Official Plan. The impact of the redevelopment of Parcel JQ-4 on the views, contemplated by Schedule G of the Master Agreement, will be considered in the context of the detailed planning to be undertaken for the parcel.

2.13 Pedestrian Circulation Systems

The pedestrian circulation system for Part A of this sub-area plan is illustrated Plan 4.11.

Given its significance as the link between the various uses south of Queens Quay West, the private roadway will function as a main pedestrian route in Part A. The sidewalk and non-vehicular areas of the road will be treated with hard surface materials, landscape plantings and street furniture where appropriate. The pedestrian surface materials will be extended through the vehicular surface areas at key locations in order to demarcate prime pedestrian routes and crossing areas.

The treatment of the pedestrian areas along the western and southwestern portions of the road will meet important urban design objectives. In addition, the dimensions of these areas will readily permit the provision of landscaping suitable to ameliorate any adverse winter wind conditions.

Although the primary entrances to Parcel JQ-1 and Parcel JQ-2 will be along the eastern portion of the private road, secondary public entrances will be developed along all other three frontages to the ground floor around the perimeter of the building. Pedestrian crossings of the roadway from all sides of Parcel JQ-1 are anticipated, particularly to the future major park and Pier 4 structure.

The arcade developed within Parcel JQ-1 will be the full height of the ground floor and will range in depth, generally averaging 3.2 metres. The concept of the arcade is to provide continuous weather protected routes bordering major pedestrian zones. Therefore, the arcade will be continuous around the perimeter of the building, creating a protected pedestrian route from Queens Quay West to the southern portions of John Quay. The arcade in this location will be particularly important, given its exposure during winter months to the southwestern winds. In this regard, the Parcel JQ-1 building design will examine the specific micro-climatic conditions anticipated at the arcade level and may include special treatment to ameliorate any adverse wind conditions.

The extension of the pedestrian route from Queens Quay along the east portion of the private road will be continued southward within the publicly accessible open space west of Pier 4, south portion. This pedestrian area will likely be developed adjacent to the east side of the basin and will ensure continuous at-grade pedestrian movement between Queens Quay West through John Quay and the southern water's edge.

East-west pedestrian access in John Quay has been introduced through the creation of a "breezeway" in the Pier 4 structure. Currently, pedestrian activity from York Quay crosses the Amsterdam Bridge and may proceed through the "breezeway" to John Quay. This plan proposes to continue pedestrian movement westward from the "breezeway" along the pedestrian zones of the proposed private roadway leading to the future Rees Street Park.

2.14 Recreation Space

Recreation space will be provided at the time of the related Development Review and will conform to the recreation space requirements contained in the Zoning By-Law.

The Parcel JQ-1 building envelope will permit the accommodation of a portion of the required shared recreation space within the central portion of the parcel on the rooftop of the podium. This internal area is protected from traffic-related noise to the north and will be developed as a terraced deck.

2.15 Community Services and Facilities

At present, the only community service facility that exists on John Quay is the Metropolitan Toronto Police Marine Unit. As previously discussed, this community service will remain in its present general location and continue in use.

Section 2.8, Uses and Densities, discusses the community services and facilities floor area bonus of 2 376 square metres, part of which has been allocated to Parcel JQ-4 for the continuation of the police use. The remaining bonus is allocated to lands to the north of Queens Quay West and the future Rees Street Park. The use of this density will only be permitted if approved in the appropriate sub-area plan.

No other community services and facilities are to be developed within the lands encompassed by Part A of this sub-area plan.

2.16 Housing Objectives

Table 3.2 indicates that 72 951 square metres of residential gross floor area may be developed subject to approval of the John Quay Sub-Area Plan, Parts A and B. Of this total, +/- 12 092 square metres, representing 62 units, is allocated to Part A. Thus, the vast majority of the residential development on John Quay is to be accommodated within the Part B lands. The impact of the relatively few units proposed in Part A on the Harbourfront housing scenario is minimal. As a result, an assessment of the impact of the total residential density proposed on John Quay is addressed in Part B. In addition, Part B contains a full discussion of the John Quay housing goals and the methods in which they are to be met.

!Briefly, however, City Council's decision on June 11, 1984 to transfer the John Quay assisted housing requirement of 135 units to Bathurst Quay will result in the transferral of the assisted housing requirement for John Quay to another site at Harbourfront, assuming the passage of the required Official Plan amendment.

2.17 Environmental Goals

Section 6 of the Official Plan requires the environmental consideration of four elements:

a) noise impact

b) micro-climate impact

c) energy conservation

d) air, water and soil quality

a) Noise Impact

The proposed new development will meet the Ministry of Environment recommended noise levels.

b) Micro-Climate Impact

The study of the micro-climatic implications of the development on the uses proposed have been determined to produce a desirable pedestrian wind environment. Certain corner areas may require further consideration during detailed building design.

c) Energy Conservation

Consistent with the provisions of Harbourfront's "Invitation for Development" document for Parcel JQ-1, Harbourfront Corporation will, in its review of the detailed building design for Parcel JQ-1, encourage innovative solutions to the mechanical system (e.g. use of heat pumps, passive solar, etc.) and building envelope design (e.g. use of sun screens to control heat gain) so as to encourage the proponent to create a development which exhibits a high degree of consciousness regarding energy issues. Other buildings or renovations within the Sub-area will be undertaken with attention to energy conservation.

d) Air, Water and Soil Quality

It is not anticipated that the uses proposed for development in this sub-area will in any way adversely affect the existing air quality within the John Quay area. The future Rees Street Park and the relatively low-scaled developments proposed by this Part A Plan will permit lake breezes to ventilate the John Quay area.

Preliminary soil samples from the Parcel JQ-1 site have been completed and indicate that the soil is suitable for the development of the uses proposed by this plan.

There are no issues related to water quality which arise from the proposals for development Parcels JQ-1 or JQ-2. The control of surface water is discussed in the report contained in Appendix II.

The redevelopment of the Police Basin will include the development of new docks within the enclosed water area of the basin. All required work and testing will be undertaken with the supervision and/or approval of the Ministry of the Environment and all other required authorities in this regard.

2.18 Compatibility Between Uses

This submission proposes the development of a hotel with residential, restaurant and retail uses (Parcel JQ-1) and the expansion of an existing restaurant (Parcel JQ-2). Both of these developments contain a hospitality/entertainment component and in both cases, the development concept encompasses a marine theme. As a result, these components are considered compatible, in fact highly complementary uses.

The development of marine-related retail on the ground floor of the Parcel JQ-1 building is also considered highly complementary to the existing marine uses and activities in the Rees Street Slip area. The existence of the Metro Police Marine Unit within this context is logical both in terms of its compatibility with adjacent uses and from the perspective of fulfilling an essential marine service for the harbour.

The development of the residential component of Parcel JQ-1 on the west side of the development places it adjacent to the major park and away from the east portion of the loop road which serves the major non-residential uses in the area.

Further, a separate residential entrance located at the southwest corner of Parcel JQ-1 will be incorporated into the design of the project. In these ways, no situations of incompatibility between the residential and the hotel components is anticipated. In fact, the hotel and residential elements are linked operationally. Many residential purchasers are expected to be attracted to the project by the availability of hotel-related facilities and services.

Proposed development to the north of Queens Quay West (Part B) will focus on new housing which will be designed to produce acceptable and if possible desirable noise and wind conditions within this Part A submission.

2.19 Peak Hour Traffic Generation

Section 4.1(a)(xviii) of the Master Agreement includes provisions permitting the Commissioner of Planning and Development and the Commissioner of Public Works to request, where reasonably necessary for proper consideration of transportation implications, certain information regarding anticipated peak hour traffic generation for non-residential uses in excess of 20,000 square feet of gross floor area. This submission proposes the development of non-residential uses for Parcel JQ-1 in excess of this amount. However, the nature of the expanded retail/restaurant uses is expected to generate relatively low volumes of traffic out of Harbourfront during the peak hours.

As discussed in the approved Harbourfront Transportation Plan, the peak hour movements requiring detailed consideration are the peak evening traffic movements out of Harbourfront.

Also, the limited nature and physical deployment of the retail uses are not intended to create a regional shopping focus attracting the widest population base. Accordingly, the anticipated traffic volumes will not require special measures for control related to the functioning of Queens Quay West.

2.20 Existing Gross Floor Areas

The existing gross floor areas of buildings to be retained or partially retained are as follows:

o 245 Queens Quay West (Pier 4)	2 432 square metres

2.21 Development Review

All of the lands in John Quay Sub-Area Plan - Part A, excluding the water´s edge promenade will be included in one of three applications for development review. The hotel-condominium development will include the private road for consideration at the same time. When the proposed redevelopment of the Police Marine facility is submitted for development review sufficient land to enable the establishment of a pedestrian promenade on the east side of the marine basin will also be submitted for consideration. All of the remaining lands will be included with the application to add a second storey mezzanine to the Pier 4 northern building.

TABLE 3.1

John Quay Sub-Area Plan: Part A

Open Space: Amount and Types (1)

	Square Metres	Area
Open Space conforming to Section 4.1 of the Official Plan		
1. Proposed Private Road	+/- 1 952	0.48
2. Parcel related open space(4)		
JQ-1	+/- 480	0.12
JQ-2(2)	+/- 752	0.18
3. Major Open Space		
Parcel JQ-2	+/- 1 425	0.35
4. Waters Edge(3)	+/- 1 698	0.42
Sub Total	+/- 6 307	1.55
Other Open Space		
1. Major Open Space		
Parcel JQ-4	+/- 5 849	1.45
TOTAL Part A Open Space	12 156	3.00

Notes:

(1) All of the figures are approximate and/or estimates. Absolute quantities of open space will be determined at the time of Development Review.

(2) Parcel JQ-2, for purposes of this table, does not include approximately 1 425 square metres adjacent to Pier 4, south portion of structure. These lands are designated "Major Open Space" and have therefore been included in Item 3". The "Major Open Space" figure does not include the water's edge area, shown separately below.

(3) The water's edge figure represents only that water's edge contained within the boundaries of this sub-area plan.

(4) Any land used for restaurant or other commercial purposes will be excluded from the open space shown in the above totals when satisfactory compliance with Section 4.1 of the Harbourfront Official Plan is calculated.

TABLE 3.2

JOHN QUAY SUB-AREA PLAN: PART A
PROPOSED USES AND GROSS FLOOR AREAS
MIXED USE AREA B - JOHN QUAY

Permitted Under Zoning By-Law 569-80

	MAXIMUM RESIDENTIAL G.F.A.(m2)	MAXIMUM NON-RESIDENTIAL G.F.A.(m2)	MAXIMUM COMBINED G.F.A.(m2)	ADDITIONAL GFA FOR COMMUNITY SERVICES AND FACILITIES(m2)
Area C	67 766	45 758	86 642	2 153
Area C1(1)	7 328	5 273	8 936	223
TOTAL	75 094	54 031	91 578	2 376

PROPOSED FOR THE JOHN QUAY SUB-AREA PLAN - PART A(2)

	MAXIMUM RESIDENTIAL G.F.A.(m2)	MAXIMUM NON-RESIDENTIAL G.F.A.(m2)	MAXIMUM COMBINED G.F.A.(m2)	ADDITIONAL GFA FOR COMMUNITY SERVICES AND FACILITIES(m2)
Parcel:				
JQ-1	12 092	12 895(3)	24 987(+/-15%)	-
JQ-2 (Pier 4)	-	3 232(4)	3 232(+/-15%)	-
JQ-4(Metro Police Basin)	-	-	-	1 115
TOTAL	12 092	16 127	28 219(+/-15%)	1 115

ALLOCATED TO BALANCE OF MIXED USE AREA B

	MAXIMUM RESIDENTIAL G.F.A.(m2)	MAXIMUM NON-RESIDENTIAL G.F.A(m2)	MAXIMUM COMBINED G.F.A.(m2)	ADDITIONAL GFA FOR COMMUNITY SERVICES AND FACILITIES(m2)
Parcel				
JQ-2	60 859	2 500	63 359(+/-15%)	600(5)
Rees Street Park	-	-	-	661(5)
TOTAL	60 859	2 500	63 359(+/-15%)	1 261
GRAND TOTAL	72 951	18 627	91 578(+/-15)	2 376

Notes:

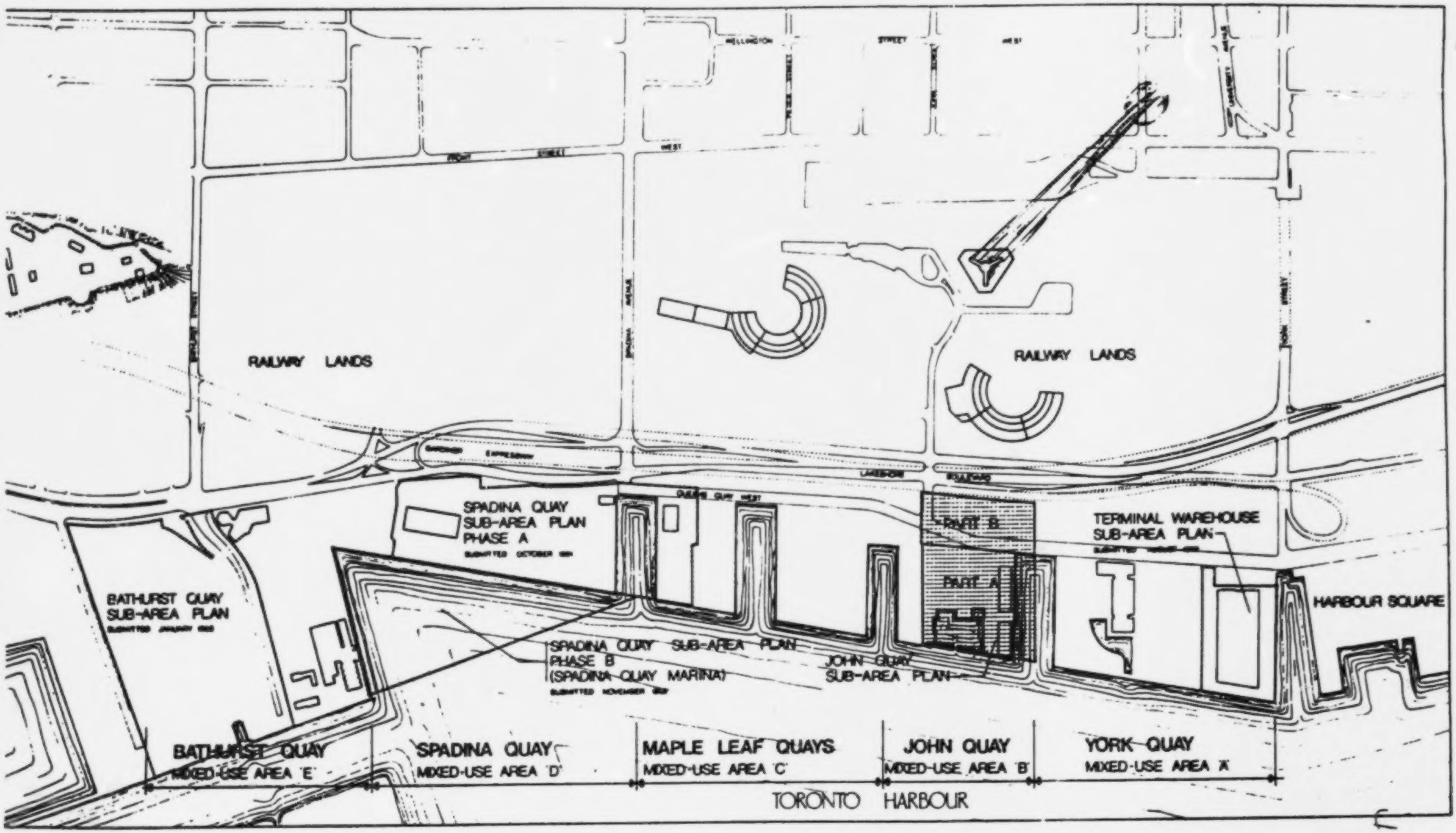
(1) The gross floor area for the C1 lands is included in the total gross floor area since Harbourfront is in the process of acquiring jurisdiction over the lands comprising Area C1.

(2) All proposed maximum gross floor area amounts are proposed within a range of +/-15%.

(3) The proposed below grade parking facility has not been included in the proposed gross floor area as it is excluded by Section 20(1)(b)(3) of the Zoning By-Law from consideration as gross floor area.

(4) Total represents existing gross floor area plus allowance for future additions including a second floor (mezzanine) during renovations to the structure.

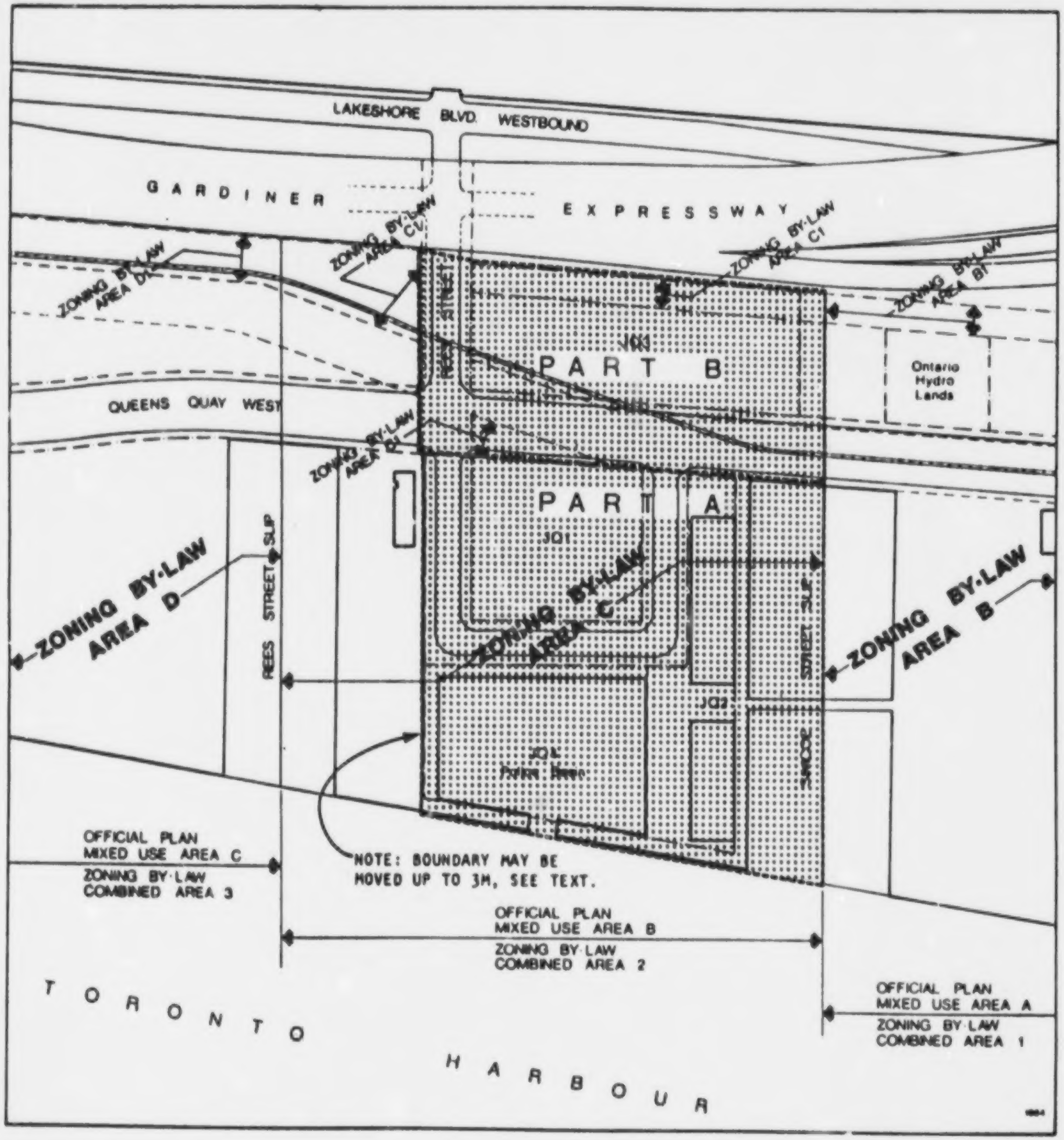
(5) The bonus gross floor area permits the future development of community services and facilities on Parcel JQ-3 and in the John Quay "Major Open Space" area along Rees Street Slip. The bonus gross floor area not used in either area is transferable to the other, but may only be used if also approved in the appropriate sub-area plan.


WELLINGTON STREET WEST
FRONT STREET WEST
RAILWAY LANDS
RAILWAY LANDS
GARDINER EXPRESSWAY
LAKESHORE BOULEVARD
QUEENS QUAY WEST
SPADINA QUAY SUB-AREA PLAN PHASE A
BATHURST QUAY SUB-AREA PLAN
SPADINA QUAY SUB-AREA PLAN PHASE B (SPADINA QUAY MARINA)
PART B
PART A
JOHN QUAY SUB-AREA PLAN
TERMINAL WAREHOUSE SUB-AREA PLAN
HARBOUR SQUARE
BATHURST QUAY MIXED-USE AREA 'E'
SPADINA QUAY MIXED-USE AREA 'D'
MAPLE LEAF QUAYS MIXED-USE AREA 'C'
JOHN QUAY MIXED-USE AREA 'B'
YORK QUAY MIXED-USE AREA 'A'
TORONTO HARBOUR

520/04048

4.1 CONTEXT

JOHN QUAY - PART A

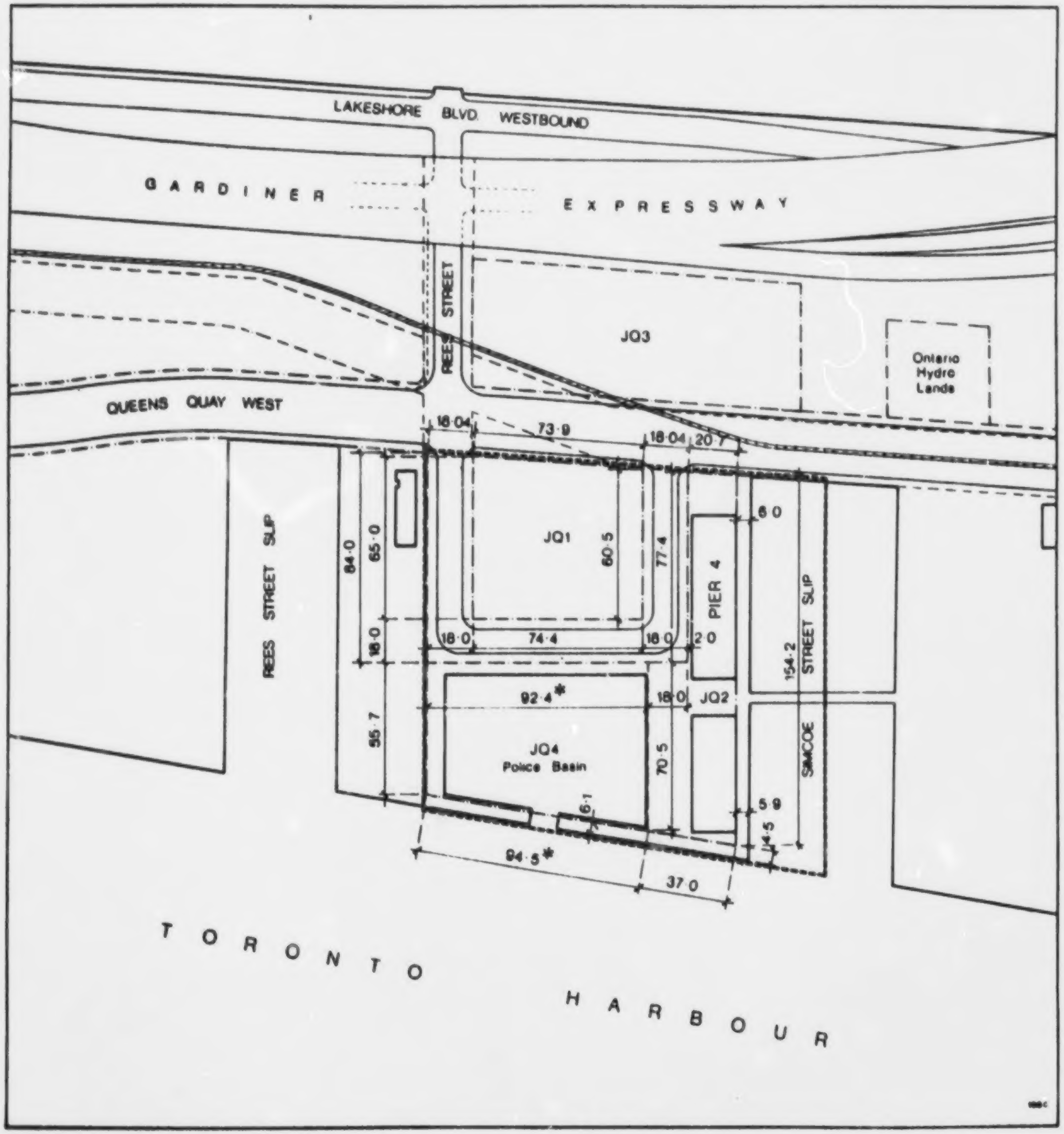

LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
ZONING BY-LAW AREA D1
ZONING BY-LAW AREA C1
ZONING BY-LAW AREA C1
ZONING BY-LAW AREA B1
REES STREET
JQ3
PART B
Ontario Hydro Lands
QUEENS QUAY WEST
ZONING BY-LAW AREA D1
PART A
JQ1
ZONING BY-LAW AREA D
REES STREET SLIP
ZONING BY-LAW AREA C
STREET SLIP
ZONING BY-LAW AREA B
JQ2
SIMCOE
JQ4
NOTE: BOUNDARY MAY BE MOVED UP TO 3M, SEE TEXT.
OFFICIAL PLAN MIXED USE AREA C
ZONING BY-LAW COMBINED AREA 3
OFFICIAL PLAN MIXED USE AREA B
ZONING BY-LAW COMBINED AREA 2
OFFICIAL PLAN MIXED USE AREA A
ZONING BY-LAW COMBINED AREA 1
TORONTO HARBOUR

▨ LANDS INCLUDED IN SUB-AREA PLAN

4.2 SUB-AREA BOUNDARIES

JOHN QUAY

520/04048


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
REES STREET
JQ3
Ontario Hydro Lands
QUEENS QUAY WEST
18·04
73·9
18·04
20·7
JQ1
60·5
77·4
6·0
PIER 4
84·0
65·0
18·0
74·4
18·0
2·0
18·0
REES STREET SLIP
92·4*
18·0
JQ2
154·2
SIMCOE STREET SLIP
55·7
JQ4
Police Basin
70·5
6·1
5·9
14·5
94·5*
37·0
TORONTO HARBOUR

NOTE: Dimensions are approximate and will be confirmed by survey

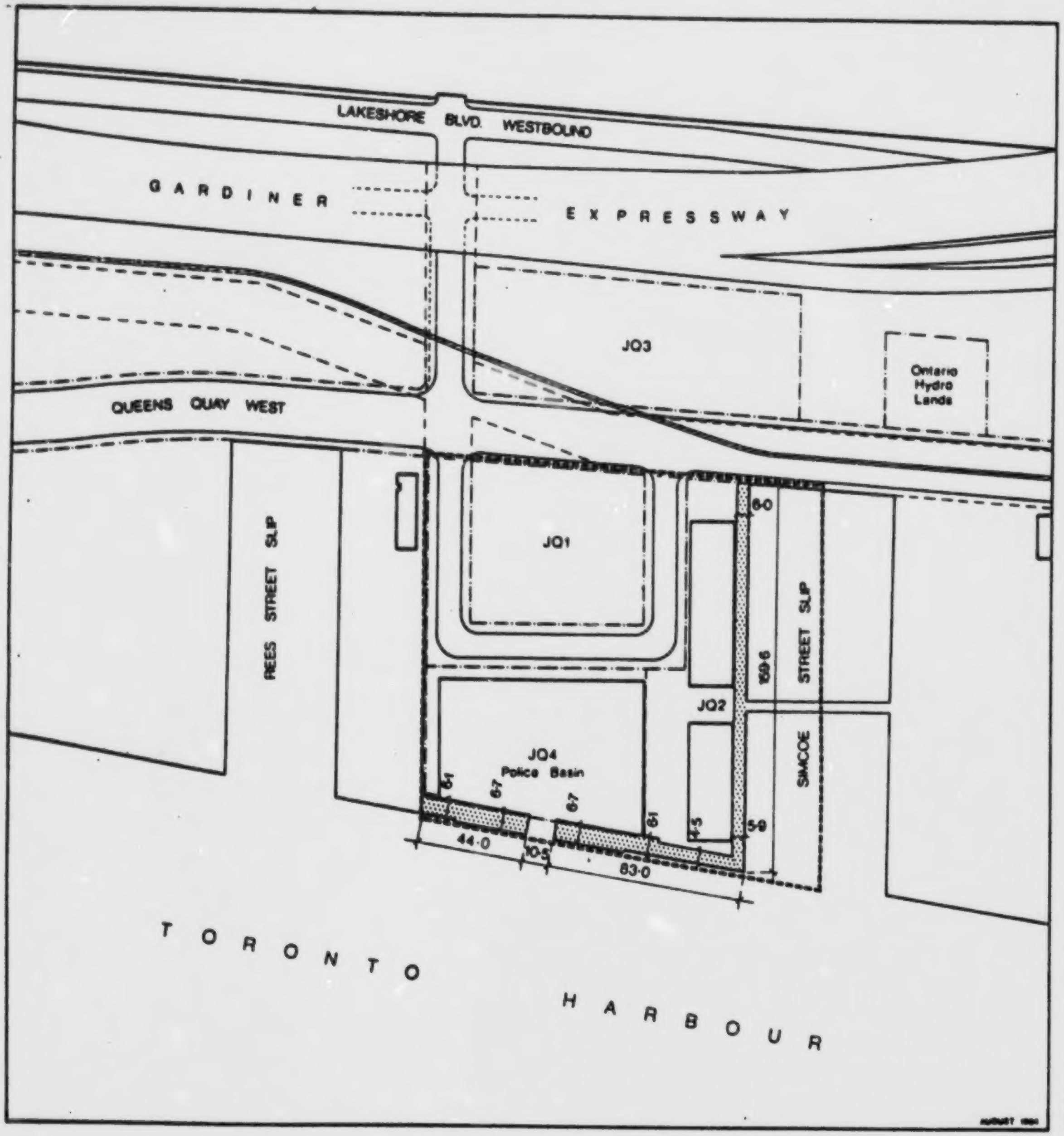
----- Part A Sub-area Plan boundaries

* WEST BOUNDARY MAY BE RELOCATED BY UP TO 3M (SEE TEXT)

4.3 PARCELS & DIMENSIONS

JOHN QUAY - PART A

520/04048


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
QUEENS QUAY WEST
JQ3
Ontario Hydro Lands
REES STREET SLIP
JQ1
JQ2
JQ4 Police Basin
SIMCOE STREET SLIP
6·0
159·6
6·1
6·7
6·7
6·1
4·5
5·9
44·0
10·5
83·0
TORONTO HARBOUR
AUGUST

▨ WATER'S EDGE PROMENADE

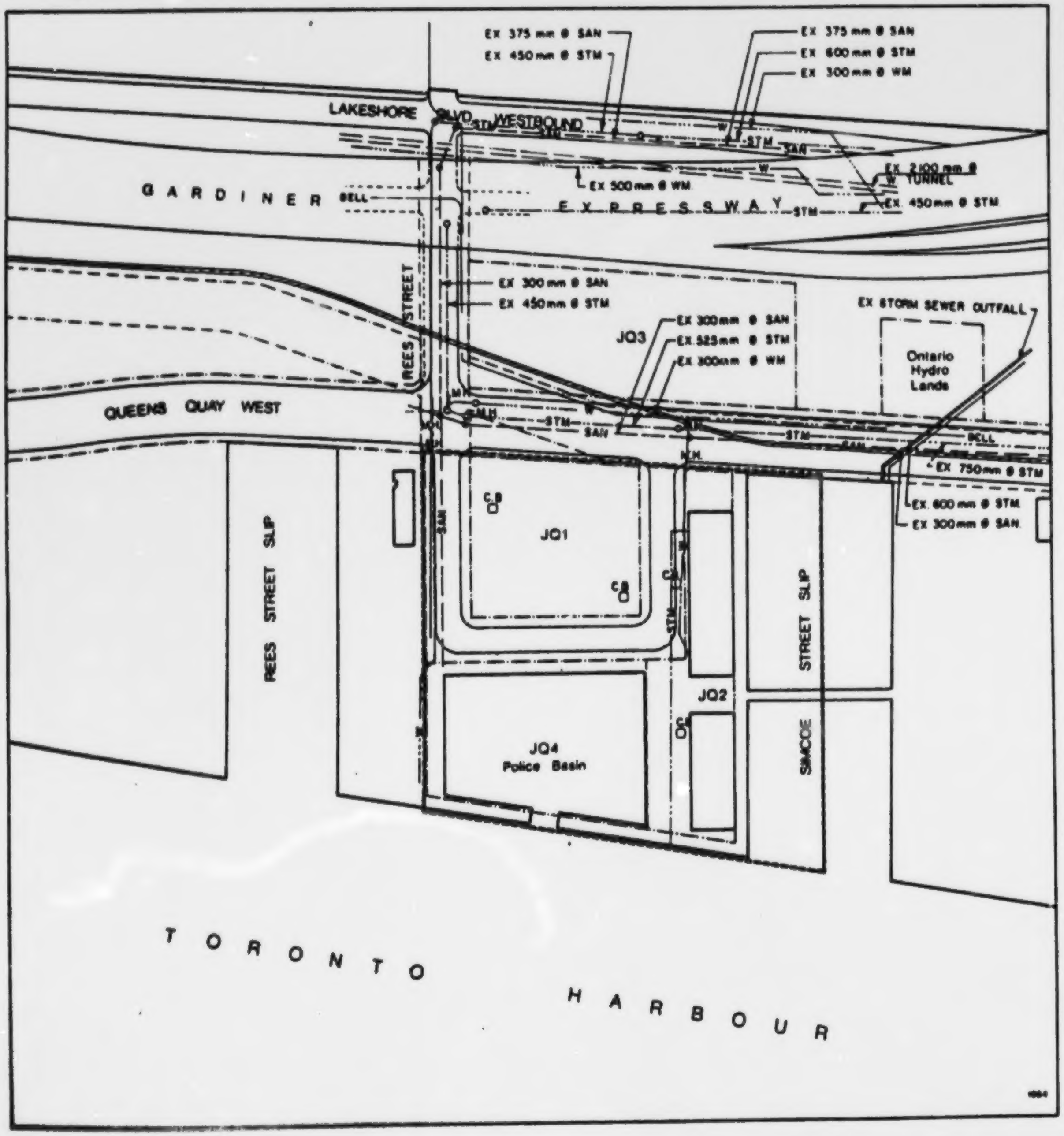
WIDTHS TO BE CONFIRMED IN WATER'S EDGE PROMENADE AGREEMENT.

Harbourfront

4.3a DIMENSIONS–WATER'S EDGE

JOHN QUAY - PART A

520/04048


EX 375 mm Ø SAN
EX 450 mm Ø STM
EX 375 mm Ø SAN
EX 600 mm Ø STM
EX 300 mm Ø WM
LAKESHORE BLVD. WESTBOUND
EX 500 mm Ø WM
EX 2100 mm Ø W TUNNEL
EX 450 mm Ø STM
GARDINER EXPRESSWAY
BELL
EX 300 mm Ø SAN
EX 450 mm Ø STM
REES STREET
JQ3
EX 300 mm Ø SAN
EX 525 mm Ø STM
EX 300 mm Ø WM
EX STORM SEWER OUTFALL
Ontario Hydro Lands
QUEENS QUAY WEST
SAN
STM
W
BELL
M.H.
EX 750 mm Ø STM
EX 600 mm Ø STM
EX 300 mm Ø SAN
C.B.
JQ1
JQ2
JQ4
Police Basin
REES STREET SLIP
SIMCOE STREET SLIP
TORONTO HARBOUR

— SAN — —	EXISTING SANITARY SEWER
··—STM—··—	EXISTING STORM SEWER
—··—W—···—	EXISTING WATERMAIN
———	BELL CABLES
——●——	BELL MANHOLE
C.B.	CATCH BASIN

NOTE

PCL JQ3 : STORM AND SANITARY SERVICES:
(I) JQ3 EAST TO QUEENS QUAY WEST
(II) JQ3 WEST TO REES STREET

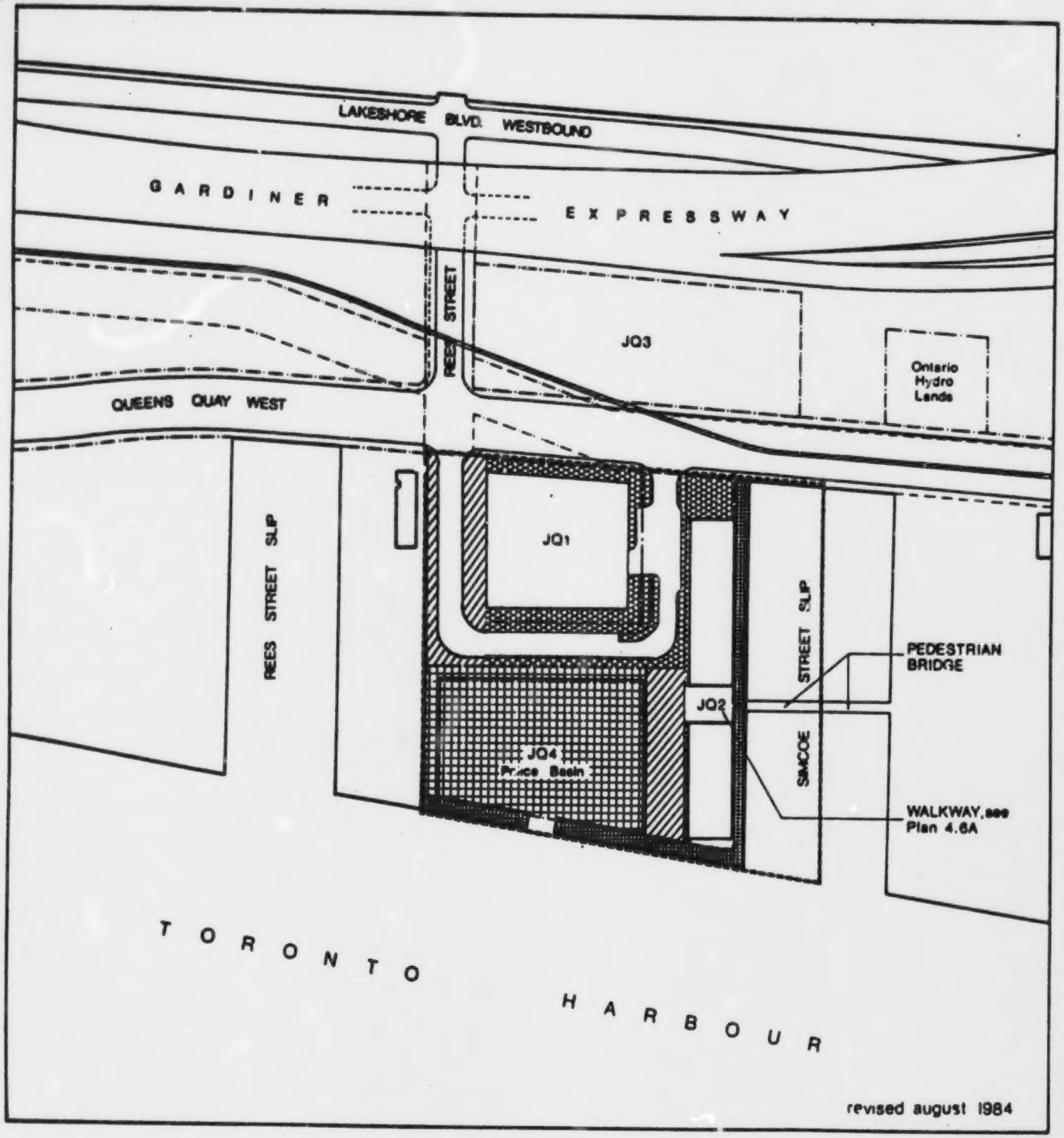
2. WATER SERVICES TO JQ1 AND JQ3 FROM QUEENS QUAY WEST

ALBERY, PULLERITS, DICKSON AND ASSOCIATES
814-01

4.4 MUNICIPAL SERVICES

JOHN QUAY - PART A

520/04048


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
REES STREET
JQ3
Ontario Hydro Lands
QUEENS QUAY WEST
JQ1
JQ2
JQ4 Peace Basin
REES STREET SLIP
SIMCOE STREET SLIP
PEDESTRIAN BRIDGE
WALKWAY, see Plan 4.6A
TORONTO HARBOUR

revised august 1984

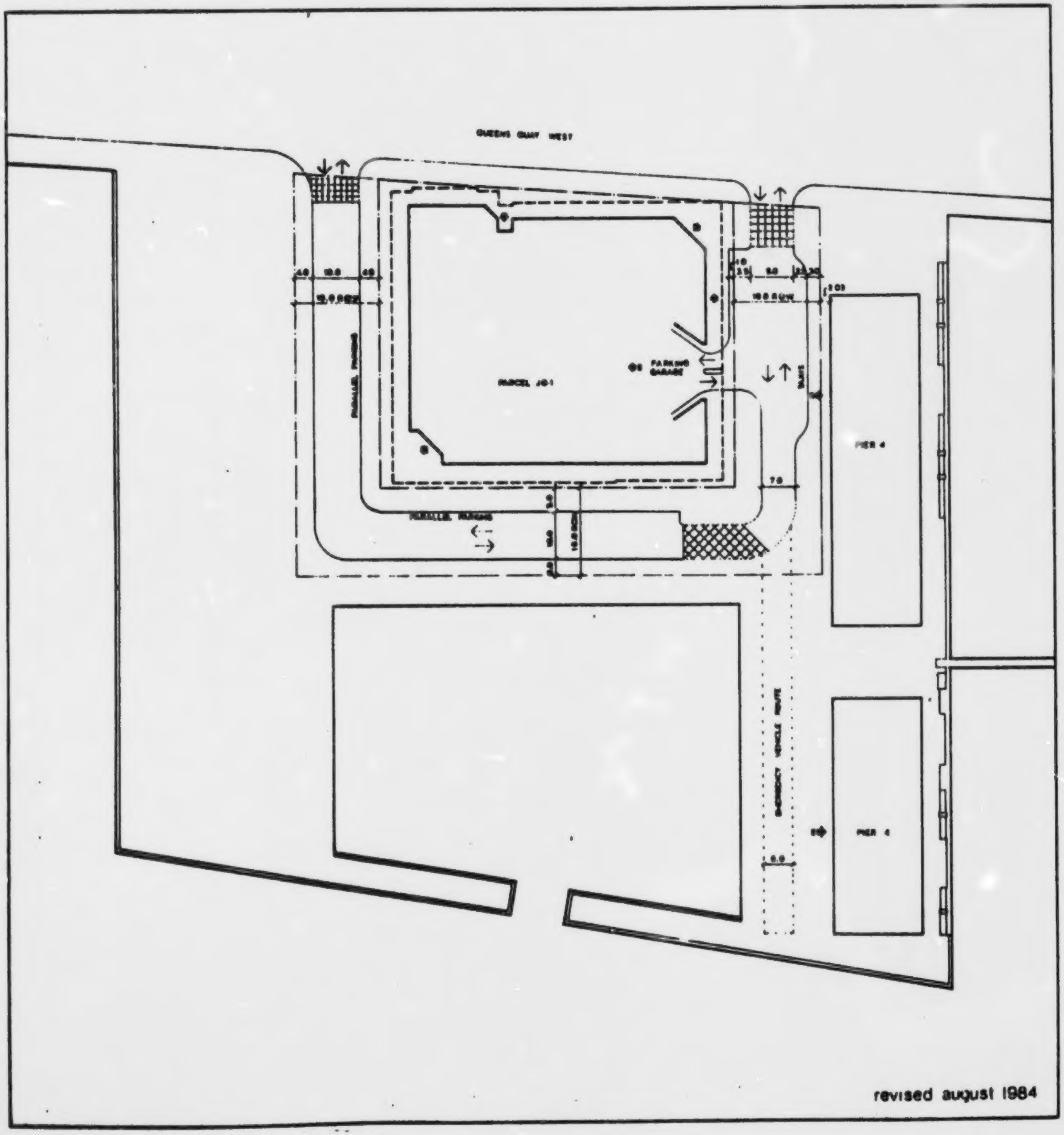
■	WATER'S EDGE
▦	"MAJOR OPEN SPACE" as per OFFICIAL PLAN, Map C
▩	OTHER OPEN SPACE AREAS
▨	MAJOR OPEN SPACE WHICH MEETS SECTION 4.1 OF THE O.P.

Harbourfront

4.5 OPEN SPACE LOCATION

JOHN QUAY - PART A

520/04048


QUEENS QUAY WEST
PARCEL JQ-1
PARKING GARAGE
PARALLEL PARKING
PARALLEL PARKING
PIER 4
PIER 4
EMERGENCY VEHICLE ROUTE
4.0
10.0
4.0
10.0
7.0
6.0

revised august 1984

- ◆ BUILDING ENTRIES
- ➡ SERVICE VEHICLES
- ▦ PEDESTRIAN CROSSINGS
- ┈ ROLLED CURBS
- --- BUILDING OVERHANG
- — GROUND FLOOR OUTLINE
- —·— PROPERTY LINE
- ← TRAFFIC DIRECTION

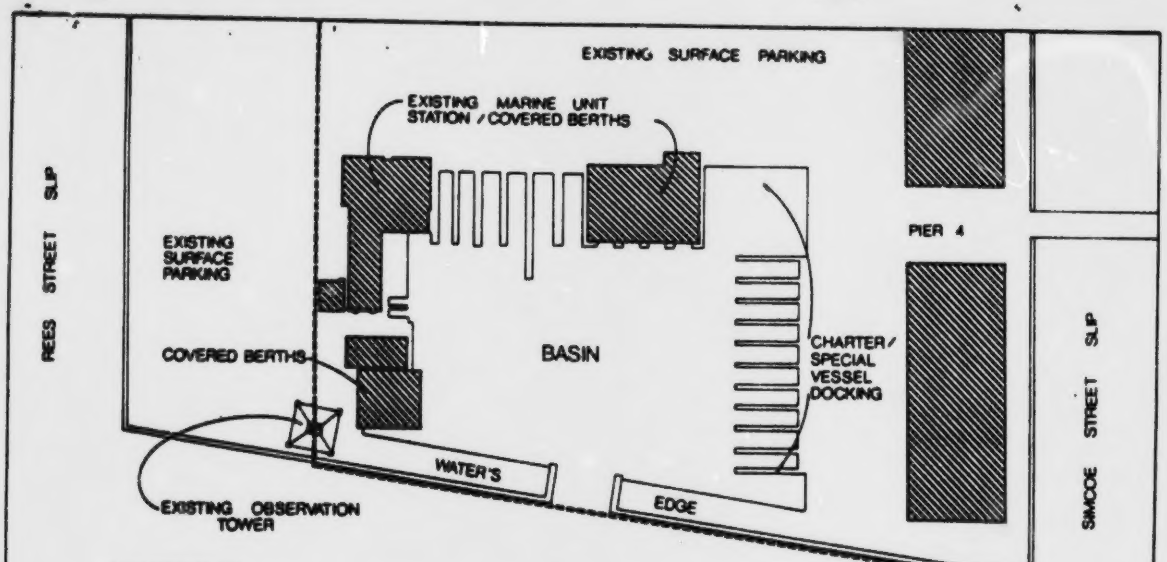
CRAVIT ORTVED ARCHITECTS
[illegible]

Harbourfront

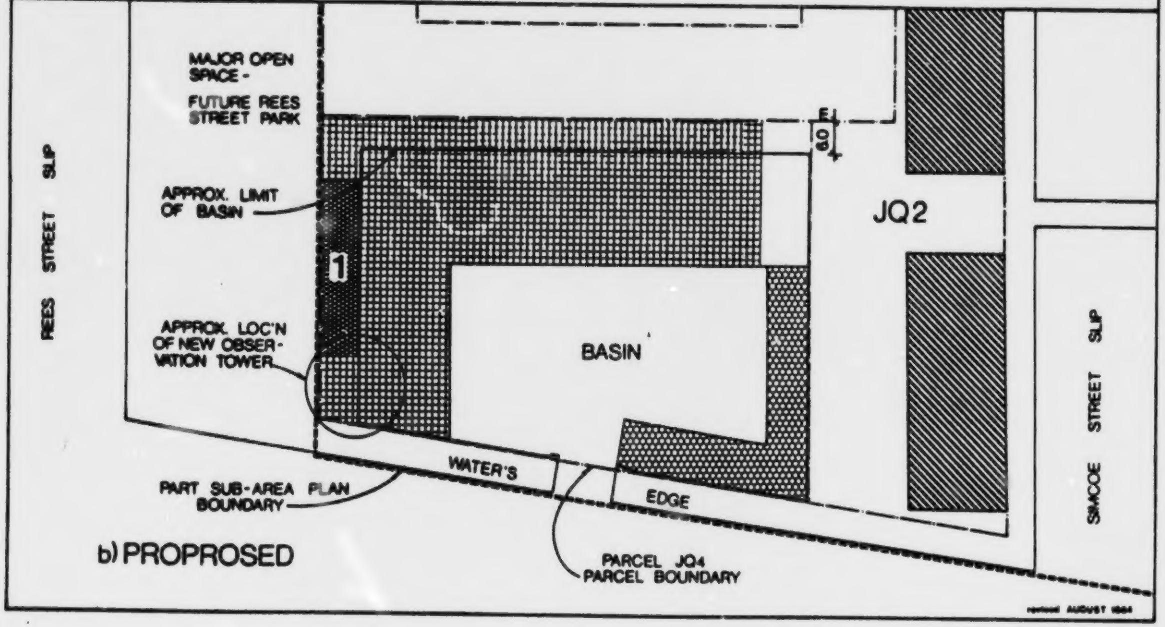
4.6b PRIVATE ROAD CONCEPT PLAN

JOHN QUAY - PART A

520/04048


REES STREET SLIP
EXISTING SURFACE PARKING
EXISTING SURFACE PARKING
EXISTING MARINE UNIT STATION / COVERED BERTHS
COVERED BERTHS
BASIN
CHARTER / SPECIAL VESSEL DOCKING
PIER 4
SIMCOE STREET SLIP
WATER'S
EDGE
EXISTING OBSERVATION TOWER

a) EXISTING


REES STREET SLIP
MAJOR OPEN SPACE - FUTURE REES STREET PARK
APPROX. LIMIT OF BASIN
1
APPROX. LOC'N OF NEW OBSERVATION TOWER
PART SUB-AREA PLAN BOUNDARY
BASIN
6.0
JQ2
WATER'S
EDGE
PARCEL JQ4 PARCEL BOUNDARY
SIMCOE STREET SLIP

b) PROPROSED

revised AUGUST 1984

▨ EXISTING BLDGS / STRUCTURES

▨ **ZONE 1**
- UPGRADED MARINE UNIT FACILITY - STATION
  WORKSHOPS
  COVERED BERTHS
- OBSERVATION TOWER
- VISITOR / IMPOUNDED VESSEL BERTHING
- LAUNCH RAMP
- WINTER BOAT STORAGE

▨ **ZONE 2**
- PARKING & SERVICE
1 PREFERRED

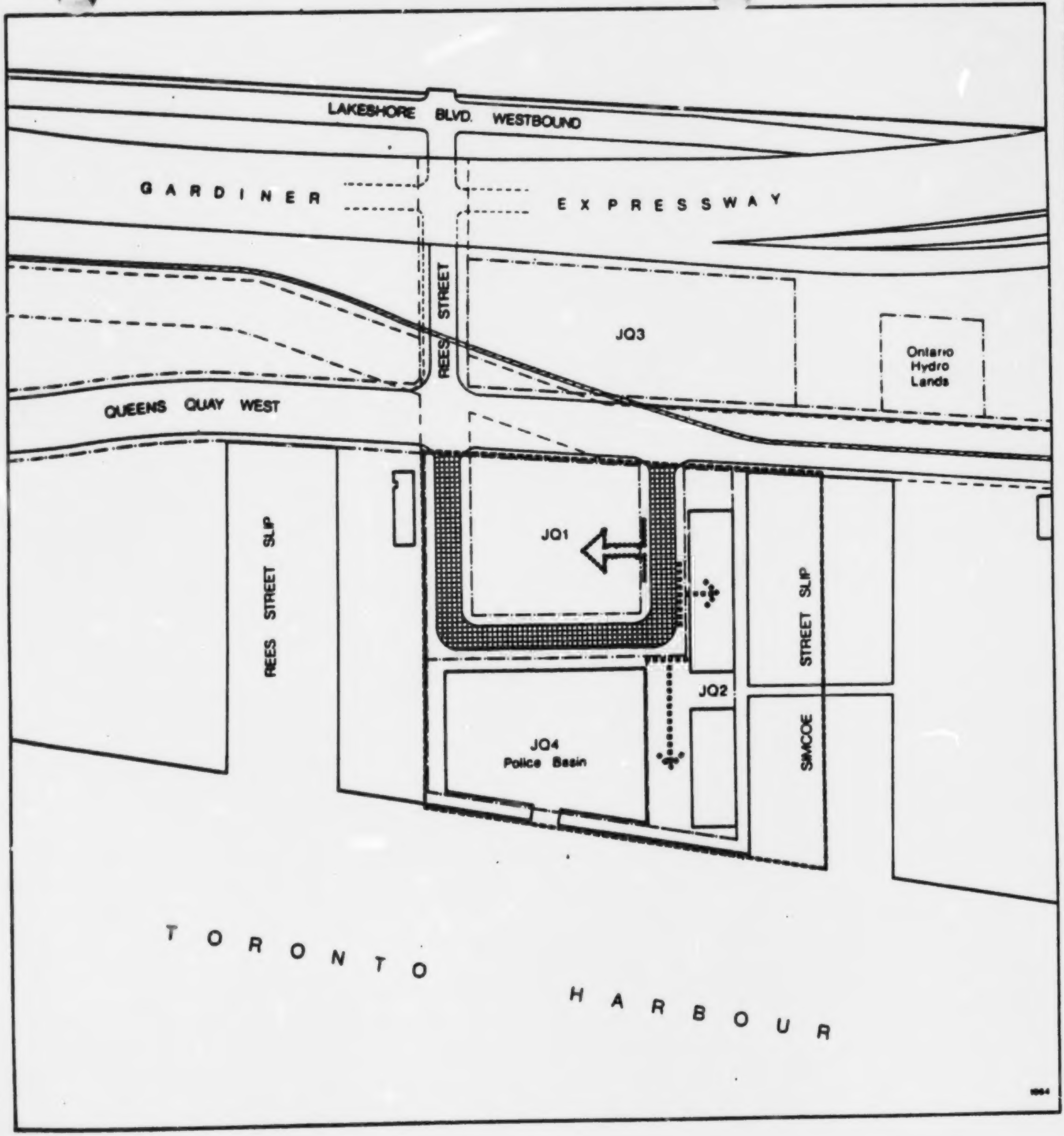
▨ **ZONE 3**
- CHARTER / SPECIAL VESSEL DOCKING

Harbourfront

4.7 METROPOLITAN TORONTO POLICE BASIN - USES & FACILITIES

JOHN QUAY - PART A

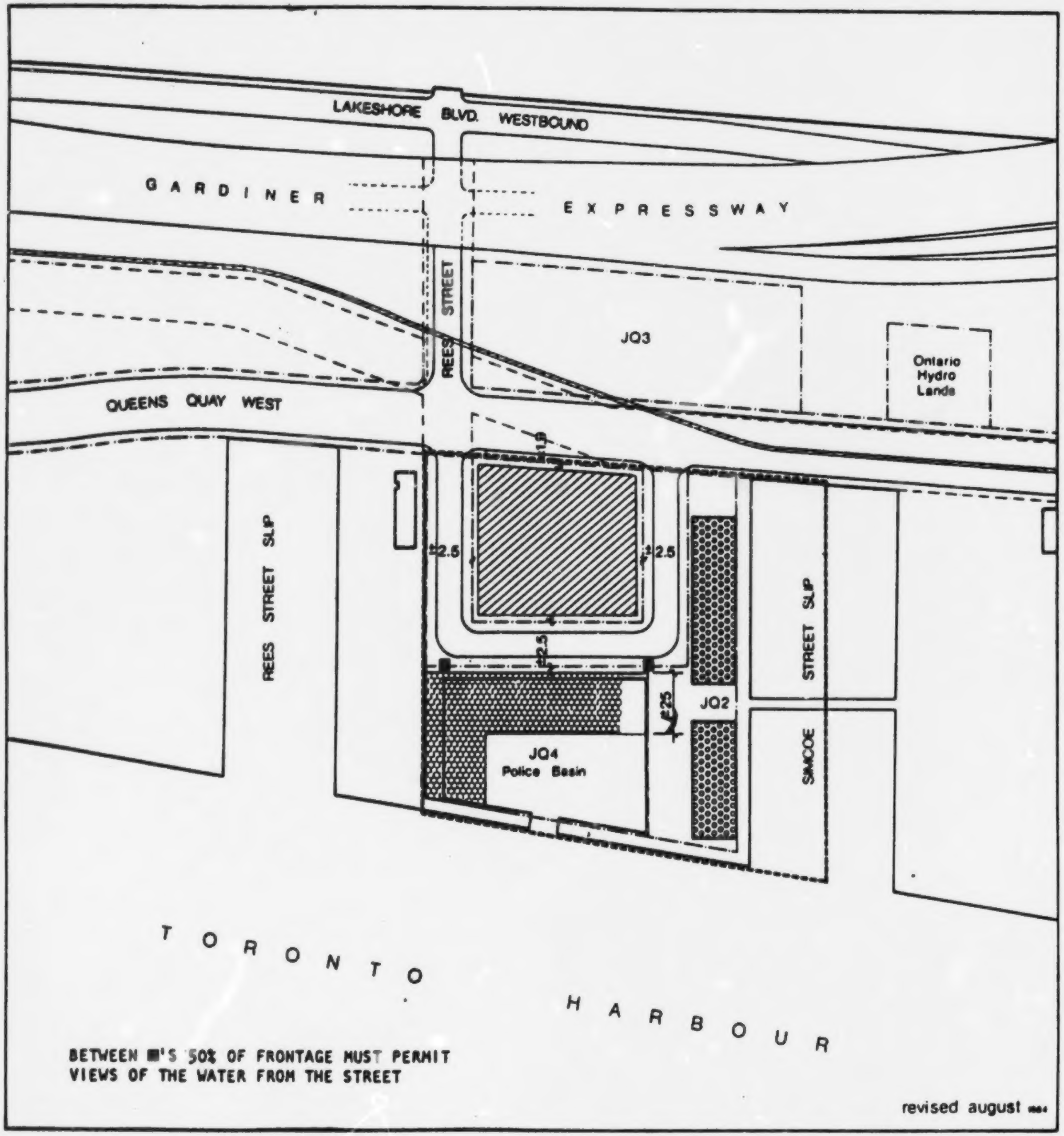
520/04048


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
REES STREET
JQ3
Ontario Hydro Lands
QUEENS QUAY WEST
REES STREET SLIP
JQ1
JQ2
JQ4 Police Basin
SIMCOE STREET SLIP
TORONTO HARBOUR
STREET (PRIVATE ROADWAY)
PARKING / SERVICE ACCESS & EGRESS
SERVICE ACCESS

4.8 PARKING/VEHICULAR ACCESS

JOHN QUAY - PART A

520/04048


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
REES STREET
QUEENS QUAY WEST
JQ3
Ontario Hydro Lands
±1.5
±2.5
±2.5
±2.5
±25
JQ2
JQ4 Police Basin
REES STREET SLIP
SIMCOE STREET SLIP
TORONTO HARBOUR

BETWEEN ■'S 50% OF FRONTAGE MUST PERMIT
VIEWS OF THE WATER FROM THE STREET

revised august 1984

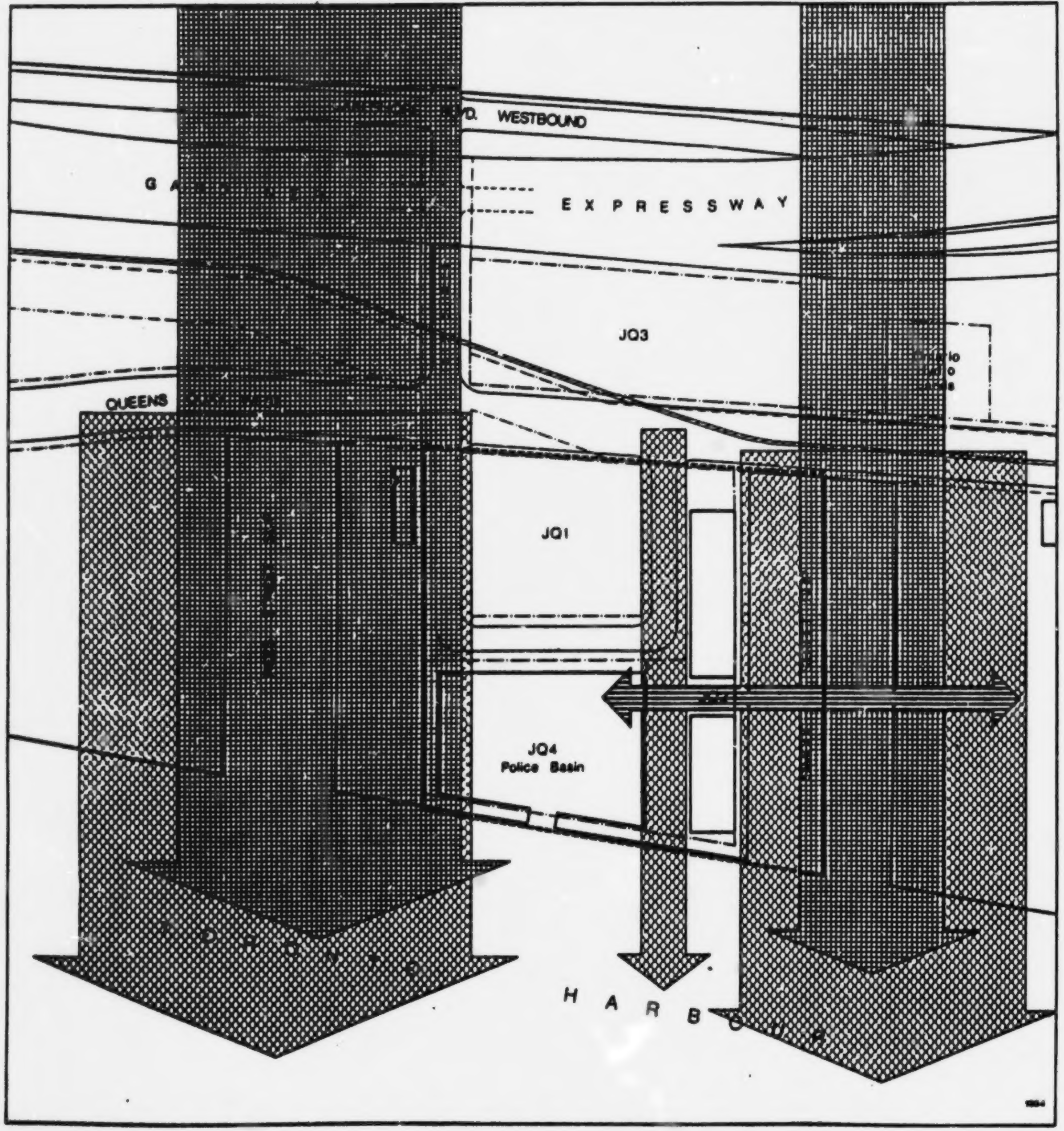
- ▩ EXISTING STRUCTURE ±11.4 metre height
- ▦ up to 3 stories
- ▨ up to 26m

Harbourfront

4.9 BUILDING ENVELOPES

JOHN QUAY - PART A

520/04048


WESTBOUND
G A
EXPRESSWAY
JQ3
QUEENS
JQ1
JQ4
Police Basin
H A R B O U R

▨ HIGH LEVEL VIEW CORRIDOR

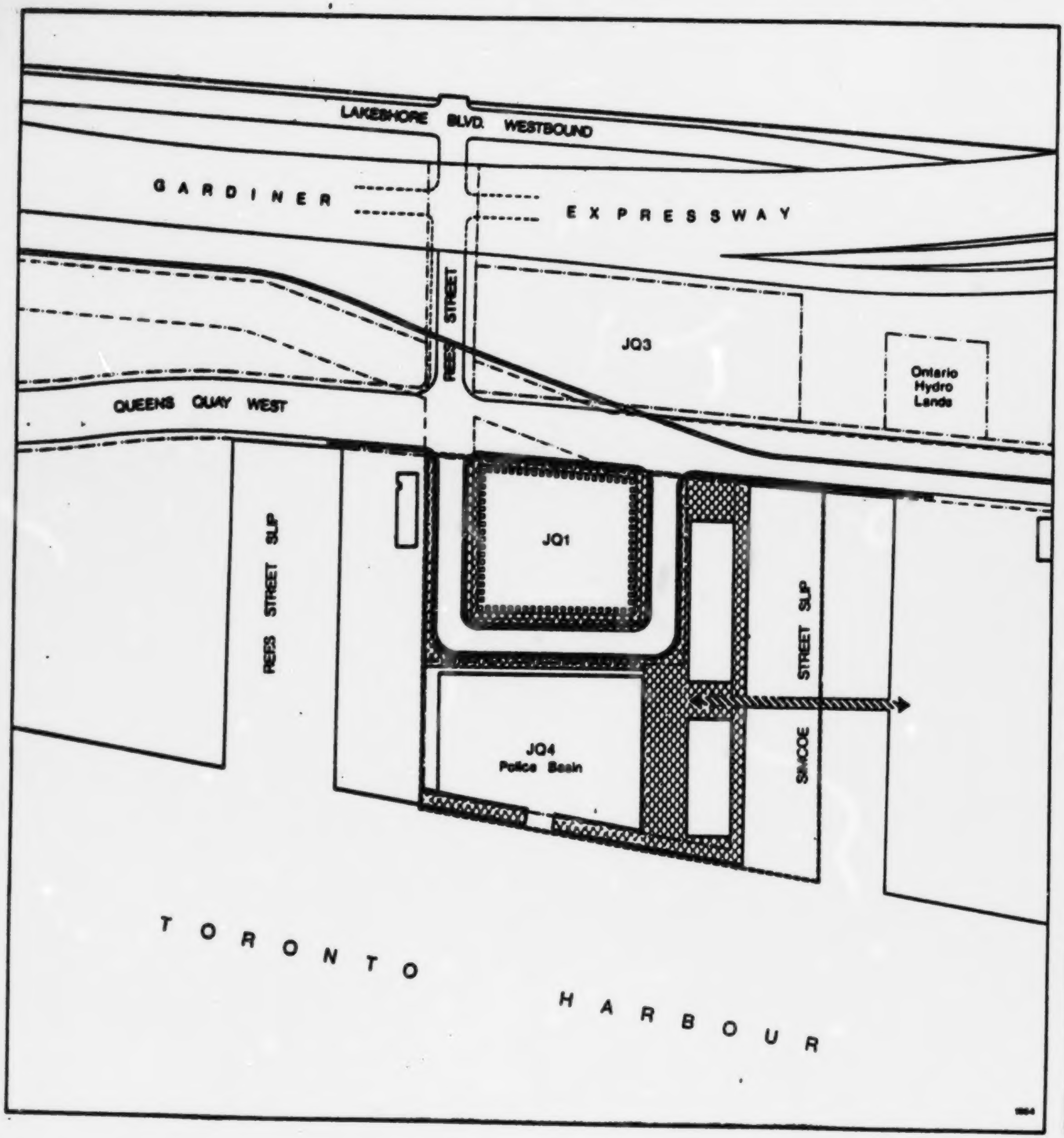
▨ LOW LEVEL VIEW CORRIDOR

▨ PEDESTRIAN LEVEL VIEW CORRIDOR

4.10 VIEWS & VISTAS

JOHN QUAY - PART A

520/04048


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
REES STREET
JQ3
Ontario Hydro Lands
QUEENS QUAY WEST
REES STREET SLIP
JQ1
JQ4 Police Basin
SIMCOE STREET SLIP
TORONTO HARBOUR

▨ PRIMARY ZONES - OPEN SPACE & WATER'S EDGE

— SIDEWALKS

\\\\\\\\\\ EAST-WEST WALKWAY

•••••••••• ARCADE

Harbourfront

4.31 PEDESTRIAN CIRCULATION

JOHN QUAY - PART A

520/04048

APPENDIX B

Responses to the Circulation of The John Quay Sub-Area Plan - Part A

1. Letter from Marathon Realty Company Limited dated August 1, 1984

"Thank you for the opportunity to comment on the Part A and Part B plans for the John Quay sub-area. Since the Part A and Part B plans are closely inter-related and the joint effect is what matters to us, we will respond to both at the same time. We have several concerns with the Part A plan but feel that it may be better to check whether they also apply to Part B before sending them to you.

I note that you are seeking comments by August 17th and will do my best to meet that date."

2. Letter from The Board of Education for the City of Toronto dated August 1, 1984

"This letter is written in response to your request for the Board's comments in connection with Urban Development Report 1984-7 Sub-Area Plan for John Quay - Part A.

The Board of Education, at its last meeting, decided to advise you that, insofar as the adequacy of school accommodation is concerned, the Board has no objection to the approval of the Sub-Area Plan for John Quay - Part A."

3. Letter from Commissioner, Parks and Recreation Department dated July 10, 1984

"In reply to your letter dated June 27, 1984, I advise this application is for a mixed use building. There are six existing City-owned trees involved in this project.

The requirements concerning City-owned trees are:

- City-owned trees must not be removed.
- There must be no excavation within eight feet (2.4 m) of the bases of the trees.
- It is desirable that only paving which allows for the penetration of air and water within eight feet (2.4 m) of the bases of the trees be

installed; four feet (1.2 m) is considered minimal unless exceptional circumstances dictate otherwise. Open or sand joints are acceptable when combined with such materials as granite setts, brick or tile pavers when laid on a sand base.

- There must be no pruning of the crowns of the trees. All requests for pruning must be submitted to the Forestry Section of the Parks Division. This Section must be notified at least 24 hours prior to any construction in the vicinity of the trees. The telephone number is 947-7281.

A detailed landscape plan is requested showing species, sizes and quantities of all landscape material."

4. Letter from Metropolitan Planning Department dated July 17, 1984

"With reference to your letter dated June 19, 1984 with enclosures on the above subject, we wish to inform you that there are matters of Metropolitan interest related to these proposals.

We have not yet completed our review of the subject proposals and therefore request an extension of time for submission of our comments."

5. Letter from The Toronto Harbour Commissioners dated July 18, 1984

"Further to your letter ofJune 19, 1984, requesting comments on the John Quay Sub-Area Plan, Part A, we wish to advise that the Commissioners' staff do not have any comments of a planning nature related to this Plan. As indicated in my letter of June 25, 1984, the Commissioners will be advised of the Plan at their meeting on July 26, 1984, following which we will advise of any comments from them.

Two non-planning aspects of the Plan are of interest to us, however, and we should note them at this time. Firstly, the Plan appropriately refers to the negotiations currently underway concerning the Commissioners' railway network, and indicates that the Plan assumes the main lead track will be removed (p.2.). We assume that Council approval will be conditional upon negotiations being successfully concluded to everybody's satisfaction for the proposed rail changes, since the Plan clearly will not work in the absence of such an agreement.

Secondly, the Plan notes that the precise location and design of the new Metro Policy Marine Facility cannot yet be determined (p.14) but that it will be subject to Harbourfront and City approval (p.16). As you are aware, the T.H.C. inspection craft is currently located in the easterly boathouse on the north face of the basin. We have notified both Harbourfront and Metro of our desire to continue to occupy a covered boathouse in the new facility. Since it is unclear to us which agency will be responsible for designing the facility, we would appreciate your department's assistance in checking with us to ensure our needs have been accommodated when such plans are submitted for City approval.

We look forward to receiving a copy of Part B of the John Quay Sub-Area Plan for our comments, since the area involved includes lands currently owned by T.H.C."

6. Letter from Commissioner, Public Works Department dated July 20, 1984

"Comments:

The proposed Sub-area involves the lands south of Queens Quay West and the proposed Queens Quay West Extension, between the Simcoe Street Slip and the southerly projection of the west limit of Rees Street.

I have no comments in respect of the proposed Sub-area plan other than the following:

1. The hydraulic calculations used in Appendix II, respecting analysis of the existing storm sewer system, are based on free discharge conditions, which is not realistic. Based on the 75.74 maximum Lake Ontario level and five-year storm conditions, my analysis indicates a backwater effect up to road grade. To alleviate this, Harbourfront should consider requiring that at least part of the storm flow from Parcel JQ-1 be directly discharged into the lake;

2. The Noise Impact Statement submitted with the Sub-area plan pertains to the proposed hotel/residental condominium development and is satisfactory. A separate Noise Impact Statement should be submitted for the Marine Police facility at the time plans are submitted for development review; and

3. Table 3.4 of the Sub-area plan, respecting loading requirements under the Harbourfront Zoning By-law, is incorrect insofar as the total number of loading spaces required for the proposed hotel and residential development. Specifically, the hotel and retail uses combined would require 1 Type A and 3 Type B spaces; taking the residential requirement for 1 Type B modified space into account, the overall total requirement would be 1 Type A, 2 Type B and 1 Type B modified space.

Recommendation:

That a Noise Impact Statement be submitted in respect of the proposed development of new Marine Police facilities coincident with the submission of plans for such development for the approval of City Council, under Section 40 of the Planning Act."

7. Letter from The Toronto Harbour Commissioners dated July 26, 1984

"As advised in my letter of July 18, 1984, the John Quay Sub Area Plan - Part A was considered by the Commissioners at their meeting today and I am pleased to advise that the Commissioners have no comments to add to those contained in our July 18 letter."

8. Letter from Legal Department dated July 26, 1984

"This is in connection with your letter of June 19, 1984.

As with previous submissions respecting sub-area plans, it will be necessary for you to conduct a detailed comparison between the requirements of the Harbourfront by-law and master agreement and the contents of Harbourfront's current submissions to determine compliance with the by-law and agreement. Should you wish to discuss particular aspects of such compliance, please contact Mr. P.C. Harris."

9. Letter from Metropolitan Parks and Property Department dated July 20, 1984

"Your ltter of June 19, 1984 and report "John Quay Sub Area Part A" requesting our comments respecting same by July 20, 1984 has been received in this office. The comments to follow relate solely to the new proposed Police Marine Headquarters which this Department is developing in cooperation with the Metropolitan Toronto Police.

Page 13 paragraph 4 notes that for parcel JQ-4 with a parcel area of 5849 M2 a density of 0.2 will apply resulting in an allowable structure of approximately 12,587 sq. ft. We would note that the present preliminary programme statement for the new Metro Marine Headquarters suggests for the main building (exclusive of boathouses, tower and potential decks) some 12,000 square feet. It may turn out that the final design exceeds the above noted figure. A marginally higher density would therefore be advisable. In this regard we would suggest 13,000 square feet as per Clause No. 3 of the agreement between Harbourfront Corporation and the Municipality of Metropolitan Toronto as approved by Council June 19, 1984 (Report No. 17 of the Executive Committee).

Page 15 paragraph 2

This paragraph refers to the "upgraded police facility not exceeding 1,115 square metres (12,000 square feet) in total area of which not more than 557 square meters (6,000 square feet), will be located at grade". As noted above this should be upgraded to 13,000 square feet and as noted in Clause 3 of the above agreement the gross floor area at grade not to exceed 6,500 square feet.

Page 15 paragraph 5

Our architects are investigating, as part of the preliminary design stage now underway, the possibility of alternatively using collapsible type racks which would minimize visual obtrusiveness in the summer season.

Page 15 paragraph 7

This paragraph notes that an upgraded observation tower will be rebuilt approximately in its existing location. "The architects as part of their preliminary design work are investigating other possible locations for the tower on site".

Page 17 paragraph 2.9.1

Yes, it is imperative that police parking be adjacent to the headquarters due to security related equipment contained within police cars. As such, the Sub Area Plan provides for a designated parking area six metres wide along the north side of the basin within the title area. As 13 spaces on the north side of the building may not be sufficient for long term parking needs the architects are also investigating the possibility of some designated parking spaces along the west side of the property.

Page 18 paragraph 2.10

Plan 4.8 indicates service access at a central location on the site. This access could occur anywhere along the northern boundary, particularly toward the west.

We trust these comments with respect to your request are satisfactory. Should you require further clarification please feel free to contact us."

10. Letter from Toronto Transit Commission dated July 18, 1984

"Thank you for your letter of June 19, 1984 requesting my comments on the Harbourfront Corporation's proposed "Sub-Area Plan for John Quay: Part A".

As you are aware, the Commission's principal concern is the protection of an adequate right-of-way through the Harbourfront area for the establishment of an LRT service along Queen's Quay West. In a February, 1984 report entitled, "Central Waterfront Area Transit Plan - Proposed Harbourfront LRT", TTC staff identified the right-of-way requirements for a dedicated LRT Service as being 28.17 metres for a side pole configuration and 28.70 metres for a centre pole configuration (see Drawing No. 0156-G-722). These right-of-way requirements were generally agreed to by the various interested parties at a meeting held in City Hall on April 4, 1984 under the auspices of Metro Chairman P.V. Godfrey and Mayor Eggleton.

The Harbourfront proposal deals only with the area of John Quay to the south of Queen's Quay West (i.e. "Area A") but on page 7 of the report it is noted that:

> "In anticipation of the development of the LRT line, Part B includes a ±3.78 metre wide setback adjacent to the northern boundary of the right-of-way which will allow for a wider Queen's Quay West if required".

Presumably, more details of this setback proposal will be presented in the forthcoming proposal for "Part B" of the John Quay site which I trust the Commission will have the opportunity to review. In the meantime, I interpret the statement quoted above to mean that the street allowance along this section of Queen's Quay West will be increased by 3.78 metres from its existing width of 24.38 metres to 28.16 metres. Based on this understanding I have the following comments:

1. A 28.16-metre right-of-way implies a side-pole configuration for the LRT service. As noted above, a 28.7-metre right-of-way is required to accommodate a centre pole

design. Furthermore, the 28.16 metres is the required right-of-way between the north and south streetlines and any further setback requirements which the City may wish to impose for other design reasons (such as the 1.4 metres on each side shown in Drawing No. 0156-G-722) would be in addition to this basic requirement.

2. The setback proposal indicates that the decision is to widen Queen's Quay West on the north side. It would not be practicable to vary this arrangement from Quay to Quay with each sub-area Plan.

3. As indicated on Drawing No. 0156-G-722, the reserved right-of-way for the LRT will need to widen by about 0.8 metres at stop locations to accommodate platforms. It appears likely that a stop will be located at the intersection of Queen's Quay West and Rees Street in Area A of the John Quay site and, consequently, a part of the sidewalk allowance which is normally reserved for "poles and trees" will be required for roadway purposes at this point.

4. The phrase "if required" should be deleted from the end of the sentence of page 7 (quoted above) in Harbourfront's report. As the discussion above indicates, 3.78 metres if the minimum setback required for the establishment of an LRT service through the John Quay section of Harbourfront. There is no "if" about it.

On page 4 of Appendix IV of the Harbourfront submission there is a consultant's proposal for the design of Queen's Quay West (see Figure 5) which indicates a relocated 26.0-metre right-of-way for this street. It is not clear from the text of the report what status this proposal has but I suggest it be removed and that, in the future, attention be focussed on the TTC design (Drawing No. 0156-G-722) as agreed to at the April 4, 1984 meeting referred to above.

The proposal for a private roadway, the John Quay loop, presents concerns regarding the connections between this loop and Queen's Quay West. With an LRT operating on a reserved right-of-way, it will be necessary to restrict turning movements at the eastern connection with Queen's Quay West to right-ins and right-outs only. The western connection aligns with Rees Street to the north of Queen's Quay West and will presumably be designed to function as a signalized intersection with all turning movements permitted. The limitation to the eastern connection should be incorporated into a revised design of the John Quay loop.

I appreciate this opportunity to have commented on Harbourfront's proposal and I trust that my concerns will be reflected in your review. We both recognize the importance of the Harbourfront LRT to the planning of the Waterfront area and I look forward to commenting upon the "Part B" proposal for John Quay when it becomes available."

11. Letter from The Metropolitan Toronto School Board dated July 5, 1984

"This will acknowledge receipt of your letter of June 19, 1984, and the copy of the proposed Sub-Area Plan for John Quay: Part A.

I have reviewed the plan and have no comments at the present time. I have, however, forwarded the plan to the Board of Education for the City of Toronto for their comments."

12. Letter from Commissioner of Parks and Recreation dated August 24, 1984

"To confirm our discussions relative to the above subject, please be advised that we have reviewed the Part A Sub-Area Plan for John Quay and find it acceptable with no substantive comments or recommendations to offer at this time. We therefore offer our approval.

On a point of clarification, we would refer you to the first paragraph of Page 4 of the report that relates to the major open space along the eastern side of the Rees Street slip and Plan No. 4.4 contained in the report which shows an existing building on the future major open space which is in part the east side of the Rees Street slip. We are assuming that the showing of the existing structure does not preclude any design considerations for the future park and that there are no pre-conceived conclusions as to the future use of the structure itself. As indicated in the report, the detailed design of the park and facilities will be undertaken as part of a future sub-area plan for Maple Leaf Quay East and that our foregoing assumption can be confirmed."

13. Letter from Ontario Ministry of the Environment dated August 15, 1984

"In response to your request, we have reviewed the sub-area plan for the John Quay Area of Harbourfront, prepared by the Harbourfront Corporation. Given the nature of development proposed on the site and the fact that no alteration of the shore wall configuration is proposed, we do not anticipate any significant environmental impacts as a result of this undertaking. The noise impact statement (noise control strategy for parcel JQ-1, SNC Incorporat) would seem to be appropriate for the nature of development proposed. I note, however, that no mention has been made of the need to analyse soil materials prior to excation; the Harbourfront Corporation has undertaken with this Ministry and Environment Canada to ensure that soil materials to be excavated will be sampled and analysed in keeping with the Lakefill Quality Assurance Program prior to commencement of the excavation project. By copy of this letter, I am reminding the Harbourfront Corporation that the proponent should be required to sample and analyse the subsurface material prior to excavation."

14. Letter from Metropolitan Planning Department dated August 17, 1984

"As requested, we have examined the above proposal within the context of Metropolitan planning and development principles and policies and advise as follows.

We note the reference in Section 2.11 of the proposed Plan regarding the proposed widening of Queens Quay West. We realize that this matter is not specifically addressed in the Part A Plan, however, the subject Plan indicates that a 3.78 metre setback along the north side of Queens Quay West to accommodate the proposed L.R.T. along this route will be icorporated into the Part B Plan.

The proposed 3.78 metre setback will secure a road right-of-way of 28.16 metres. We note that this right-of-way can only accommodate a side-pole arrangement for the proposed L.R.T. The Toronto Transit Commission has no objection to the choice of this option but requires that similar provisions for the 28.16 metre right-of-way be made to ensure consistency in locating the poles on the north side of the street for the entire route along Queens Quay West.

In other respects, the proposed John Quay Sub-area Plan - Part A, appears to be satisfactory."

15. Letter from Marathon Realty Company Limited dated August 24, 1984

"Further to my letter of August 1st, 1984 and our subsequent discussion with Mary Newman, we have now reviewed Parts A and B of the Sub-Area Plan for John Quay and have several comments to make. Some of our comments contain references to the Marathon/CN agreement with the Harbourfront Corporation that contains a number of stipulations affecting this area.

Major Open Space

The plan does not take in all of the Major Open Space within John Quay, as designated in the Official Plan. We appreciate the argument that it may be better to prepare detailed plans for the entire park around Rees Street STrip at one time and that the appropriate occasion may be the future sub-area plan for Maple Leaf Quay East. However, we suggest that the John Quay Sub-Area Plan should clearly designate the use of the entire Major Open Space area as such at this time and that the uses permitted in this area should be explicitly stated.

The provisions of Section 4.4 of the Harbourfront Official Plan apply, including the structure that the permitted buildings and uses should not detract from the essential park like character of the Mjor Open Space, and are similar to provisions in the Agreement entered into by Harbourfront Corporation, CN and Marathon. Incidentally, we doubt whether it is necessary, or appropriate, to show detailed park design in a Sub-Area Plan, but the designated use and applicable provisions should be clear.

Another concern is that the Police Basin is part of the Major Open Space but is treated like a development site in Part A (map 4.7 and 4.9 and text). We submit that the rules for the Major Open Space apply. We believe that they would permit retention and even rebuilding of the police facilities provided this was done in a fashion consistent with the Official Plan, but there should be no suggestion that buildings up to 25 metres in height would be contemplated, other than the observation tower. The 25 metre height limitation south of Queen's Quay applies to all development sites, and presumably includes structures built in the park, but the Major Open Space is not a development area.

It should also be noted that boundaries of the Major Open Space show on Maps 4.5 of Parts A and B do not correspond to map C of the Harbourfront Official Plan. Rees Street is entirely within the Major Open Space and the boundary north of the Police Basin would fall within the proposed roadway.

Views

The approach taken in the Plan appears to be consistent with the principles previously developed for the Official Plan and Zoning By-law. However, there is an additional undertaking in the Agreement between Harbourfront, CN and Marathon that buildings will be designed and sited to minimize their profiles and maximize views of Toronto Bay from the Railway Lands. We would suggest that podium buildings be about the height of the Gardiner Expressway and that only one or two, rather than three, towers rise above it. The height of these towers does not concern up but the provision of views from various angles does.

The height and spacing of buildings around the Police Basin would also be of concern. These should be kept low and spaced so as to open up views of the Basin, and the Bay, from all angles.

Northern Perimeter

It should be noted that the northern edge of the Quay flanks the Gardiner Expressway and Lakeshore Boulevard W., besides being opposite an important section of the Railway Lands. It is part of the approach to the City Centre and many thousands of people pass by every day. It should be designed and built to be attractive and to enhance the route it flanks. Unfortunately Part B puts all the design emphasis on Queen's Quay and seems to suggest that the northern perimeter could be treated as a near end which could be unsightly. The Agreement between Harbourfront and CN and Marathon provides for the design of all development proposals to be reviewed by us before decisions are made, but it seems logical that the Plan should also reflect a concern with the appearance of the highly visible northern perimeter as a matter of civic design.

Pedestrian Crossings

Since it is intended that the Major Open Space will be the southern end of an open space system extending up to Front Street W., it seems logical that there by provision for a footbridge crowing over Lakeshore Boulevard W. In addition, to encourage pedestrian movement across the Railway Lands and down to Harbourfront, there should be another footbridge in the vicinity of Simcoe Street.

Roads

We note that provisions has been made for the possibility of a new ramp from the Gardiner Expressway and would suggest that there also be a provision for the treatment of this land if the ramp is not built. It might well be used to enhance the appearance of that facade alongside the highway.

The question of Rees Street between Lakeshore and Queen's Quay was considered at length at the time the Harbourfront Official Plan and Zoning By-law were being determined. Discussions involved City and Metro officials, as well as representatives of CN and Marathon. The Agreement provides that Harbourfront, CN and Marathon will seek to have vehicular access from Lakeshore to Queen's Quay at Rees. Should such access be required by governments, they will seek to have it southbound only and to have no cross-over traffic between the Railway Lands and Harbourfront. These restrictions were arrived at because of the importance of access to Lakeshore Boulevard from the Railway Lands at Rees Street (John Street) and we would prefer that Rees Street not be shown on the John Quay Plan at all. If some government is requiring that it be opened, we would expect to be consulted before any decision is made.

Rail Lines and Yard

We note that the Plan is based on the presumption that the present tracks will be removed. We would suggest that it be recognized that so long as they remain the development of the Quay can proceed in some degree.

Admiral Hotel

The provisions in the plan appear to be satisfactory. However, we would adivse that the Agreement between Harbourfront, CN and Marathon calls for development proposals and development agreements to be submitted to us for comment and possible modification. This should be recognized.

I trust that the above comments will help you in your consideration of the Sub-Area Plan for John Quay. We look forward to hearing from you and are prepared to elaborate on the implementation of our comments should so desire.

Incidentally, because of the existence of the Agreement between Harbourfront Corporation, CN and Marathon, it might be advantageous to have our assurance that the provisions of the Agreement had been taken care of before considering other Sub-Area plans, particularly for the John and Maple Leaf Quays."

16. Letter to Ald. Jakobek from Ald. M. Gee, Chairman, Harbourfront Review Committee, dated August 13, 1984

"At the Harbourfront Review Committee meeting of August 9, 1984 the Committee considered two sub-area plans for John Quay.

The Committee endorsed the John Quay Sub-Area Plan- Part A on the condition that every effort be made to move the parking for the Metro Police from the north side of the marine basin to the west side of the marine basin, and that the changes that have already been agreed to by Harbourfront (such as to calculations of open space) are made. In order to expedite the approvals required for the Admiral Hotel and condominium complex, the Committee suggests that the development review proceed to Land Use Committee prior to the report on the John Quay Sub-Area Plan - Part A in order that the City Solicitor can be requested to prepare the development agreement.

Approval of the development review by Council should be delayed until Council has the plan before it.

The John Quay Sub-Area Plan - Part B was also approved by this Committee contingent on adequate attention being given to all aspects of pollution - noise, contaminants, etc., and that all the parking required by the Zoning By-law be provided on the site."

APPENDIX C

Letter from Harbourfront Corporation dated August 13, 1984

"Thank you for your efforts in expediting consideration of this Sub-Area Plan by, most recently, arranging for it to be tabled at the Land Use Committee meeting scheduled for August 15, 1984. We understand that the related application for Development Review for the Hotel Admiral will be reported on at that same Committee meeting.

I would also like to thank you for arranging to have those comments on both the Sub-Area Plan and the Development Review application forwarded directly to Harbourfront. I have now reviewed these comments and would like to respond.

There are two parts to this letter. In the first, I address those matters you raised in your letter dated June 14th and how these matters have been resolved during the past six weeks. In the second part of this letter, I respond to those comments raised as a result of the circulation of this plan to the various departments and agencies.

PART A

1. The Metro Police Basin

We have had the opportunity to meet with the Metro Police and Metro Parks and Recreation Department, representatives from the latter being the co-ordinators of the design and development of the new Police Basin facility. Since the time of the submission of this sub-area plan, Metro Council, on June 18th, adopted a report which established a budget for the design and development of the facility and identified the project architects. As a result of preliminary design investigations, certain modifications to the sub-area plan can now be made. These suggested rewordings have been discussed with the appropriate representatives of the Metro Parks and Recreation Department.

a) Although the precise "footprint" of the station facility cannot yet be defined, it is now known that its location will be in the northwest and west portions of the basin. Further, the police station and boathouses will be a maximum of three stories, although likely two stories. As a result of the preliminary design investigations, a more efficient police station facility is suggested by a two-storey structure, each storey containing an equal amount of gross floor area. Any development along the north side of the basin will be set back by approximately 2.5 metres as indicated on Plan 4.9 - Building Envelopes. You will note that this drawing (a new version enclosed) has been modified to delete the reference to a permitted height of up to 25 metres. This now reads a maximum of three stories. Also, because of the possibility of shifting more of the building program to the west side of the basin, the ±25 metre dimension indicating the depth of development along the west side has been deleted from the original drawing. See Appendix 1, Item 9, and revised Plans 4.7 and 4.9.

b) We agree to that the extent possible the preservation of north/south views into the marine basin at grade for at least the width now available should be maintained. However, the method in which this is actually achieved is a matter which must be addressed during the detailed design of the program. We have suggested the re-wording of relevant sections of the sub-area plan to make provisions for this preservation of views southward into the basin. See Appendix 1, Items 6 and 12, and revised Plans 4.7 and 4.9.

c) As a result of your comment on winter boat storage needs, further discussions between Harbourfront and Metro have occurred. We agree that boat storage should not obstruct at grade views year-round and as a result the police have agreed to incorporate storage racks which will be collapsed during non-winter seasons. See Appendix 1, Item 10.

d) We note your general concern regarding the provision of parking along the north side of the police basin. As you note in the comments submitted by the Metro Police Department, it is their strong desire to maintain parking for at least twelve cars directly adjacent to their station. However, we are more recently informed by Metro that there is the possibility that the parking could be accommodated adjacent to the west side of the basin. Although generally this would be a preferable location, this possibility must be confirmed by further preliminary design work. The intrusion into the Major Open Space area, if any, and generally the ability to incorporate the parking as well as a major portion of the building program along the west side of the basin will be investigated at great depth during the next several weeks. However, we request that the provision of parking and service as indicated on the revised Plan 4.7 be maintained and identified as the "Alternate" parking and service area and that a new parking and service area, known as the "Preferred" lcoation, be identified.

While the laternate location may not be the ideal solution, we do believe that if it becomes necessary to accommodate parking along the north side of the basin, design options are available which would lessen the impact of the parking.

The "Preferred/Alternate" approach essentially identifies, in a general way, the only two areas of this parcel that parking can be accommodated on and within this context establishes the preferred site. This solution has the advantage of permitting some design flexibility within an approved sub-area plan. Ultimately of course, the approval of a detailed design for the police facility, including the location of parking, rests with the City. See Appendix 1, Item 11 and revised Plan 4.7.

e) We agree that a view of the water and/or boats in the Police Basin when coming over the Amsterdam Bridge is a noteworthy objective. Therefore the building envelope, as indicated on revised Plans 4.7 and 4.9, will not extend to the limit of the northeast corner of the bsin (See Appendix 1, Items 6 and 12.

2. Calculations of Open Space

You will note that revised Plan 4.5 and revised Table 3.1 no longer include the area of the private road which is to be paved with a surface suitable for vehicular traffic. The street area has been removed from the open space designation and calculations.

We agree that in order for a redeveloped Metro Police facility to not detract the essential park-like character of the Major Open Space, there will need to be strict design, building size and land use controls on the development. While the building size and land use controls are included in the sub-area plan, design-related matters will be subject to Harbourfront and City approval prior to and at the stage of Development Review approval. We agree with establishing this intent as set out in your letter. See Appendix 1, Item 6.

3. Access and Servicing

a) Since the time of your letter, discvussions between members of your staff and Harbourfront have occurred regarding the long-term public accessibility over the proposed private road. I believe there is general agreement that an easement is neither necessary nor the sole method of securing this long-term public access. It is Harbourfront's proposal to secure public access over this private road through the process of Development Review. We have, in fact, already submitted a separate application for the approval of this private road under the Development Review process and intend to enter into a separate Development Agreement. This agreement, we assume, would contain provisions for the development and long-term use of the private road. This method of securing public access over a private lane is not uncommon, as you know. As described in the sub-area plan, it is expected that the pedestrian activity along this road will be significant. It will be used by pedestrians much like the York Lane adjacent to York Quay Centre is currently used where, as you know, no such easement was required.

b) We note your comment regarding servicing at grade for the Pier 4 (Parcel JQ-2). I would like to confirm that servicing for the existing building must be adjacent to the west side and at grade as no other alternatives exist (other than the water's edge, the breezeway or the proposed new front entrance from Queens Quay West, all of which are inappropriate). The areas west of Pier 4, however, are conceived as important semi-public areas which will be landscaped, and in part, function as outdoor terraces for the restaurant and bar uses of Pier 4.

Service vehicles will gain access via the private lane and through a rolled curb, as indicate don Plan 4.6(b), will continue wouthward to the Pier 4 (south) building. I wish to point out that the service requirements for the Pier 4 development are relatively minor. In addition, service and loading will be controlled during the day in order not to create any situations of incompatibility with the use of the semi-public landscaped areas. The precise location of the service areas for Pier 4 cannot yet be determined as they are largely dependent on the renovation of the structure. However, drawing 4.6(b) indicates the general location of the service areas.

c) Plan 4.3 indicates the dimensions of the water's edge as it varies along the areas within the sub-area plan. Further, the water's edge agreement, currently with your Department in draft, contains a description of the water's edge throughout John Quay as it exists. Lastly, Schedule D of the Master Agreement make sspecific provisions for a wter's edge which is less than 7 metres wide in those sdituations where existing buildings are to be retained, such as in the case of the Pier 4 building. This discussion is contained in Section 2.6, page 8, of the sub-area plan. However, in order to expedite your consideration of this plan, we have prepared a further drawing and submit more elaborated wording to this effect. See Appendix 1, Item 4. The new drawing is identified as Plan 4.3(a), Dimensions - Water´s Edge.

4. Open Space Adjacent to Rees Street Slip

As a result of discussions with members of your staff we have agreed to modify those relevant provisions within the sub-area plan to remove any implications that a develoment concept for the Rees Street Park has been developed. I would like to state that in several past publications submitted to the City for review and approval there has been a general description of the anticipated marine-related activity in the Rees Street Park, which has always been the areaHarbourfront has focused marine-related programs and events. Nevertheless, in order to remove any confusion, see Appendix 1, Item 2.

5. Development Review

As requested, Appendix 1, Item 14 includes a wording to describe the Development Review drawing known as Plan 4.12. This drawing has also been revised following discussions with your staff wherein it was agreed that the landscaped areas adjacent to Pier 4, with one exception, should be deleted from this drawing. Your staff has suggested that these areas are exempt from the requirements of Development Review but request that the landscape drawings for the areas be submitted prior to the issuance of a building permit for the renovations associated with Pier 4. We will, however, submit a Development Review application for those lands directly adjacent to the east side of the basin in order to secure public accessibility over the future walkway to be developed in this location.

6. Two Sub-Area Plans for John Quay

Since the time of the submission of the Part B Sub-Area Plan for the lands north of Queens Quay West, the points raised under this item would seem to be clarified. However, in response to a request from your staff to add an elaborated description in the Part A plan regarding the compatibility of the proposed north side development with that proposed south of Queens Quay West and the method in which housing goals are to be met on John Quay, refer to Appendix 1, Items 8 and 12. With respect to your comment on the environmental effects of the proposed development on the north side of Queens Quay West on Part A, I would refer you to Appendix V, Assessment of Noise Impact and Noise Control Strategy for Parcel JQ-1 which has been based on the development of uses proposed in Part A as well as its surroundings, i.e. those lands to the north of the street.

7. Ownership and Agreement

The intent of this item was clarified during discussions with your staff as a request for a description on the ownership of the Police Basin. I would like to clarify that currently the lands are held by the Crown but will be conveyed to Metro after the execution of the required assumption agreement between the City of Toronto and Metro Toronto.

PART B

I would like to address the comments raised as a result of the circultion of this plan in the order listed on your ciruclation list, also passed on to us by your staff.

1. Department of Public Works

In response to comments from this Department I offer the following:

a) We are investigating the suggestion that at least part of the storm flow from the hotel site be directly discharged into the lake;

b) We have notified the appropriate officials at Metro that a separate noise impact statement should be submitted for the Police Basin at the time of the submission for Development Review; and

c) We have modified Table 3.4 of the sub-area plan respecting loading requirements to correct the provision from 1 Type A, 3 Type B, and 1 Type B modified to 1 Type A, 2 Type B and 1 Type B modified.

2. Metro Comments

Although the final written comments have not yet been received from Metro, we are verbally informed that their comments focus on two items:

a) the accommodation of an LRT within an alignment which implicitly incorporates the side pole configuration; and

b) the limitation of movements on the intersection of the east loop road with Queens Quay West.

Both of these comments are germaine to the Part B Sub-Area Plan since Queens Quay West in its entirety is considered in Part B, including the connection with the east arm of the loop road. Further, the detailed design of the private road will not be effected by the limitation of movements where it intersects Queens Quay West in this eastern location. However, we would liek to clarify our strong preference that all movements, i.e. including left turns in and out, be permitted at this eastern connection with Queens Quay West, even as an interim measure prior to the development of an LRT. All movements at this connection serves as far more efficient access for the hotel and the public parking and reduces the extent of vehicular traffic on other protions of the private road. In any event, I would like to stress that these matters should be considered further between yourselves, Harbourfront, Metro and TTC officials, in the context of discussions surrounding the Part B Plan.

3. Toronto Transit Commission

I wil respond briefly to each of the points raised:

a) This letter incorrectly references the widened Queens Quay as 28.16 metres -- as the Part B Plan indicates, the agreed upon widened Queens Quay West is 28.170 metres. The observation that the 28.170 metre wide Queens Quay West implicitly suggests a side pole configuration for the LRT service is correct. This configuration has been agreed to, as you know, by all concerned authorities.

b) Agreed.

c) Drawing #0156-G-722 focuses on the dimensions required for a centre-pole configuration, which as discussed is not the configuration which the approved Queens Quay West Streetscape had been based on. The detail above the drawing indcates that 28.170 metres is required for side-pole configuration with an area of 8.170 required at platforms along the median. Plan 4.6 of the Part B Plan indicates that an area of 8.170 metres is available down the centre of the widened Queens Quay. This coincides with the maximum width established by the TTC study for platform widths at a stop location assuming a side-pole configuration.

d) Agreed; with respect to comments related to the private roadway, our response is outlined in Item 2.

4. Metro Toronto Separate School Board

We have been informed verbally that the Board has no comments.

5. Toronto Board of Education

We have been informed verbally that the Board has no comments.

6. Ontario Ministry of the Environment

We have been informed verbally of this Ministry's sole comment which deals with soil tests and analysis for the hotel. These must be completed and submitted to the Ministry of the Environment in accordance with a previous agreement between the Ministry of the Environment and Harbourfront. We would obviously be in agreement with this provision. For your information, the soils analysis has been completed and the results indicate that no problems regarding contaminents exist.

7. Department of Parks and Recreation

We have been unable to confirm the comments, if any, from this Department. Prior to the submission of this plan, a representative of the Department of Parks and Recreation did suggest that the Department would likely have no interest in the sub-area plan with the elimination of the "Major Open Space" adjacent to the Rees Street Slip. Further, we are informed that Mr. William Earl has now reviewed the landscape plan for the accompanying Development Review Application on this submission and is satisfied with the plan.

8. Marathon REalty Company Limited and CN Realty

We are aware that the Plan was circulated to both of the above bodies as information and have not been informed of any comments received.

9. City Legal Department

No comment.

10. Metro Toronto School Board

We have been informed verbally that the Board has no comments.

11. Metro Toronto Police

We have been informed by Mr. Tom Osbourne acting on behalf of the Toronto Police that his comments on this plan have been co-ordinated by the Metro Department of Parks and Recreation.

This was also confirmed by Mr. Frank Kershaw in his letter to you dated July 20th.

12. Metro Department of Parks and Recreation

I will briefly deal with these comments in the order they are raised:

1 & 2:
Since the time of the submission of the Part A Plan modifications to the agreement between Harbourfront and Metro have been agreed to concerning the gross floor area for a new police station. This, as noted in Mr. Roberts' letter, allows for a station which is approximately 13,000 square feet with a maximum of 6,500 square feet on a ground floor. This affects the density so minimally that the figure listed on page 13 is not affected.

3. Our understanding of the design work being undertaken by Metro is that collapsible racks which will minimize the obstruction of views during non- winter seasons will be used in this design if at all possible.

4. Subsequent to the submission of Mr. Roberts' letter, we are informed by the Metro Department of Parks and Recreation that the observation tower is most appropriately rebuilt in approximately its existing location in order to maximize views of the harbour.

5. We have communicated Harbourfront's feeling tha tparking should be provided either along the north side of the basin or along the west side of the basin, the west side being the most preferable if it can be accommodated within the defined area of the parcel and have a minor acceptable impact, if at all, on the Major Open Space.

6. Plan 4.8 indicates the general location of service access and it is now more likely that this service access will be located towards the western portion of the north side of the basin. However, given the nature of the plan it would not seem necessary to change what is meant to be a general indication. This is a matter which will obviously be addressed during Development Review.

13. Toronto Harbour Commissioners

We note in the letter dated July 26th that the Commissioners have no comments on the plan which are of a planning nature. In their letter dated July 18th two points are raised. The first deals with the negotiations currently udnerway concerning the Commissioners Railway Network Study. We do not believe that approval of this sub-area plan should be conditional upon the negotiations being successfully concluded to everyone's satisfaction regarding the proposed rail changes since the Part A plan is in no way contingent upon this agreement.

The Toronto Harbour Commissioners second point relates to securing a slip within the new Metro Police Basin. We have no comment on this since it does not directly involve Harbourfront and further suggest it would be inappropriate as a City condition of approval for this plan.

14. The Toronto Historical Board

We note the comments concerning the parking kiosk currently located adjacent to Pier 4 as outlined in Mr. James' letter dated July 16th. I have forwarded copies of further correspondence for your information concerning the removal of this kiosk. Briefly, Harbourfront will have no furthe ruse for this kiosk which has been on loan from the Canadian Railway Historical Association, Toronto and York, and we will undertake the required action to see to its removal well before any construction start on the hotel site. If timing results in any inconvenience for the association, we would agree to storing the structure at Harbourfront for some agreed to time.

This concludes our comments with one exception. As you will recall, the report on the Development Review applicationfor the Spadina Quay marina breakwater was approved on July 7th, 1984. The recommendations in that report included a modification to the requirement that Harbourfront fulfill the obligation set out by Section 7.1(b) of the Harbourfront Master Agreement and any amendments to that Section for the Spadina Quay Sub-Area Plan. Your recommendations for the approval of this Part A plan and its associated Development Review application for the hotel will obviously go forward before the execution of a Parks Agreement for Spadina Quay. We respectfully request that this item be further amended to allow approval of the John Quay Sub-Area, Plan Parts A and B, prior to the completion of the Spadina Quay Parks Agreement. In support of this request, I would like to set out for you the history of our attempts to complete a satisfactory design for the Spadina Quay Park.

As you may recall, Harbourfront initially aimed at the development of the Spadina Quay Park within a 1984-85 timeframe. Initial discussions regarding a conceptual direction for the park were held with City Planning.

These discussions focused on a design which was consistent with that described in the Harbourfront Master Agreement, Official Plan and Zoning By-Law. Later, questions as to the appropriateness of this design direction were raised by officials of the City Parks and Recreation Department. As a result, work on the design of the park was stopped in order to address what were fundamental concerns with the conceptual design approach for the park. This stopping of work was significant in that the original 1984-85 timeframe could not then be attained. The soonest development time for the park was then informally re-established as Spring 1985, which in some sense eased the urgency in immediately resolving the conceptual issues surrounding the completion of a park design. This was compounded by the urgency in seeking required approvals for the several SRCPP projects which were required to be into construction by specific target dates. We have more recently, however, undertaken to bring all of those relevant authorities together to resolve the conceptual differences delaying the completion of the plan. This, unfortunately, has been delayed to the absence of certain officials from the City Parks and Recreation Department.

In summary, the Spadina Quay Park Agreement process is expected to resume very shortly. However, it could not realistically be completed prior to the recommendations for approval on either the Part A or Part B sub-area plans. We therefore request a further extension to fulfill our obligations under the relevant sections of the Master Agreement.

I would once again like to thank you for your expeditious consideration of this Sub-Area Plan and Development Review application, which is, as always, much appreciated."

APPENDIX 1 to Harbourfront Letter

PROPOSED MODIFICATIONS TO JOHN QUAY SUB-AREA PLAN - PART A

The following modifications are listed for convenience and ease of reference. Upon request a revised copy of the John Quay Sub-Area plan Part A which incorporates the suggested modifications outlined below will be submitted.

1. Table of Contents

   a) Add new Section 2.21, Development Review

   b) Add new Plan 4.3 a), Dimensions - Water's Edge

2. a) Page 4, Section 2.1, paragraph 1, sentence 3 is deleted and replaced with the following:

   "The detailed design of the park and facilities will be undertaken as part of a future sub-area plan for Maple Leaf Quay East."

   b) Page 26, Section 2.18, paragraph 2, sentence 2 is deleted.

3. Page 7, Section 2.3, paragraph 2, Line 9 is modified by the deletion of the words "if required" so that the sentence is concluded at the words "for a wider Queens Quay West".

4. Page 8, Section 2.6, paragraph 2, sentences 3 and 4 are deleted and replaced with the following:

   "Plan 4.3 a) illustrates the water's edge areas located within the boundaries of this sub-area plan. Due to the Pier 4 structure, which existed prior to the assembly of our Harbourfront site, and is to be maintained as part of the redevelopment of John Quay, the water's edge varies in width from the 7 metres which is to be developed generally across the entire Harbourfront site. Schedule D of the Master Agreement permits this variance from a 7 metre wide water's edge in situations where existing buildings are to be retained. As illustrated on Plan 4.3 a), the water's edge within the boundaries of this sub-area plan varies from 4.5 metres in a limited area directly southeast of the Pier 4 (south) building to 6.7 metres at the entry point of the Police Basin. Generally, the water's edge averages as 6 metres in width along the west side of the Simcoe Street Slip.

The portions of the water's edge south of the Metro Police Basin will be completed at approximately the same time as the upgrading of the Police Basin. While the water's edge will be similar in general character and materials to that already completed on John Quay and other parts of the Harbourfront site, its design will also respond to the specific improvements to the basin."

5. Page 9, Section 2.7, paragraph 3, sentence 1 is deleted and replaced with the following:

   "As indicated in Plan 4.5 and Table 3.1, the proposed private road represents approximately 1,952 square metres (.48 acres) of land, not covered by buildings or street pavement, which will be accessible to the public."

6. Page 11, Section 2.7(iii), is modified by the addition of the following sentence:

   "The design of the upgraded police facility will not detract from the essential park-like character of the Major Open Space. Wherever possible accommodation of interesting public views of and over this Major Open Space will be considered during the design of the facility. The most northeastern corner of the basin in this regard will be left open and undeveloped in order to allow views of water and/or boats in the basin as pedestrians cross the Amsterdam Bridge. Further, in order to preserve north/south at grade views into the basin, the north edge of the basin will be visually open to, at minimum, the width available as part of original police facility, i.e., as existing of the date of the submission of this plan."

7. Page 11, Section 2.7, last sentence is deleted and replaced with the following:

   "In summary, Table 3.1 indicates approximately 12,977 square metres or 3.21 acres of open space will be developed in Part A of this sub-area plan."

8. Page 13, Section 2.8, final paragraph, last two sentences are deleted and replaced with the following:

   "The 60,859 square metres of residential gross floor area and the remaining 2,500 square metres of non-residential gross floor area can be accommodated on John Quay north of Queens Quay West in the parcel more fully described in the Part B Sub-Area Plan. Briefly, the development of this density could yield three multi-storey structures ranging in height from 19 stories to approximately 27 stories all built on a continuous ground floor podium of retail with approximately three stories of parking developed above the retail level.

This development could be accommodated in a manner consistent with those relevant provisions of the Official Plan and Harbourfront Zoning By-law including heights, views, etc.

9. Page 15, Section 2.8.1., paragraph 2 is deleted and replaced with the following:

"There are five elements included in the police facility which will be incorporated in the area identified on Plan 4.7(b) as "Zone 1". First is an upgraded police station, which will not exceed 1,208 square metres (13,000 square feet) in total area, of which not more than 604 square metres (6,500 square feet) will be located at grade. It is anticipated that the total floor area of the station will be accommodated within a two-storey station structure, but in any event, will be a maximum of three stories. Further, it is anticipated that the station facility will be developed in the northwest and west portions of the police basin."

10. Page 15, Section 2.8.1., paragraph 5 is deleted and replaced with the following:

"The fourth component arises from the need for outdoor storage of emergency vessels. As the other two police marine satellite depots will not be staffed during the winter months, these boats cannot be stored at sites other than the main (i.e. Harbourfront) site due to the high potential for vandalism of police equipment and the absence of repair/refurbishing facilities. Specifically the winter storage of approximately forty 18-foot life-saving boats must be accommodated in stacked, outdoor racks in the area directly adjacent to the station building. These racks will remain on-site year-round but the vessels will be removed during non-winter seasons."

"Further, so that views of the Major Open Space area of the Police Basin are not obstructed, the use of collapsible racks will be investigated during the design of the police facility. In this way, the racks could be collapsed during non-winter periods to permit views."

11. Page 18, Section 2.9.1., paragraph 1 is deleted and replaced with the following:

"The development of the parking for the upgraded police facility must occur on either the north or west sides of the Basin. Plan 4.7 b) illustrates the approximate locations of two alternate locations for the parking/servicing of the police basin. The first area, identified as "Perferred", is adjacent to the west side of the basin. The precise north-south dimensions of this area would be confirmed during the design and Development Review stages. However, it is anticipated that approximately 12 cars would be accommodated within this parking/service zone. The implications of accommodating the parking adjacent to the west side of the basin, and specifically the impact on the Major Open Space lands, will be explored during the design of the police facility."

"The second possible location for the parking/service area, identified as the "Alternate", is adjacent to the north side of the basin. This solution, which would also accommodate approximately 12 cars, will require a particularly innovative design, specifically one which lessens the impact of parking while maximizing the views into the basin."

12. Page 20, Section 2.12, final paragraph and Page 21, first paragraph are deleted and replaced with the following:

"Zone 1, as illustrated on Plan 4.7 b), establishes the location of the building components associated with Parcel JQ-4. The building mass will be distributed principally along the western and northwestern edges of the basin. All development will be setback +-2.5 metres along the north edge of the basin. Further, the most northeastern corner of the basin will remain open and free of any buildings. Finally, in order to preserve at-grade north/south views into the basin, the north edge of the basin will be visually open to at minimum the width available as part of the original police facility, i.e. as existing on the date of the submission of this plan."

"The police station and boathouses are anticipated to be two stories in height but in no instance will be greater than three stories."

12. Page 24, Section 2.16, the following sentences are added:

"Briefly, however, City Council´s decision on June 11, 1984 to transfer the John Quay assisted housing requirement of 135 units to Bathurst Quay will result in the transferral of the assisted housing requirement for John Quay to another site at Harbourfront, assuming the passage of the required Official Plan amendment."

13. Page 27, as new section, 2.21 - Development Review is added to read as follows:

"2.21 Development Review

Plan 4.12 illustrates the anticipated limits of the Development Review applications for those lands included in Part A. These include separate Development Review applications for Parcel JQ-1 (hotel/residential development), the private road, and Parcel JQ-4 (police basin). Those lands identified north and west of the Pier 4 structure are not subject to Development Review. However, a landscaped plan for these areas will be developed in concert with the renovation plans for the Pier 4 structure. Harbourfront will submit these landscape plans to the City Departments of Planning and Development and Parks and Recreation for approval prior to the issuance of a building permit for the Pier 4 renovations. One small area directly adjacent to the east side of the basin will be submitted by Harbourfront as a separate Development Review application in order to secure what will be developed as a pedestrian walkway adjacent to the basin for use by the public. The timing of this submission will be related to the development of the landscape plans for those areas surrounding Pier 4 and the redevelopment of the Police Basin."

14. Tables 3.1, 3.2 and 3.4 have been revised in connection to the revisions on the open space calculations for the private road, the gross floor area permitted for the police basin and the loading requirements associated with the hotel.

15. Plans 4.5, 4.6(a), 4.6(b), 4.7, 4.9 and 4.12 have been revised in accordance with the changes discussed above.

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CITY OF TORONTO
PLANNING AND DEVELOPMENT DEPARTMENT

520/04047
CC&W
October 2, 1984

To: Land Use Committee.

Subject: Harbourfront John Quay Sub-Area Plan - Part B.

Origin: Commissioner of Planning and Development.
(c71luc84470:81)

Comments:

INDEX TO THIS REPORT

Section

1. Background

2. Description of the Proposed Sub-Area Plan

3. Official Plan and Zoning

4. Planning Considerations
4.1 Frederick Gardiner Expressway - Reserve for Possible Ramp
4.2 Housing Objectives

5. Concerns Raised through Circulation of the Plan
5.1 Department of Public Works
5.2 Toronto Board of Education
5.3 Harbourfront Review Committee
5.4 Metropolitan Planning Department
5.5 Metropolitan Separate School Board
5.6 Toronto Transit Commission
5.7 Toronto Harbour Commission
5.8 Ministry of the Environment
5.9 Marathon Realty

6. Recommendations

APPENDICES

A. Main Text and Maps of Draft Sub-Area Plan Submission

B. Letters received through Circulation of this Plan

C. Letter from Harbourfront Corporation Respecting Circulation of the Plan.

1. Background:

Harbourfront Corporation submitted the draft John Quay Sub-Area Plan - Part B in July, 1984, for Council's review and approval. It was the second plan to be submitted by Harbourfront Corporation for lands within John Quay and covers the area north of Queens Quay West, between Rees Street and the Major Open Space at the head of the Simcoe Street Slip. The Part A Plan, submitted in June, 1984, covered the lands south of Queens Quay West, with the exception of the Major Open Space area adjacent the Rees Street Slip, and was submitted separately in order to facilitate the approval of the hotel/condominium development that has been proposed for these lands. The John Quay Sub-Area Plan - Part A was approved by the Land Use Committee at its meeting of September 5, 1984.

In accordance with the terms of the Master Agreement, this plan was circulated to various departments and agencies for their comments (see Appendix B). All comments were forwarded to Harbourfront Corporation for information and response and the Sub-Area Plan was amended by Harbourfront Corporation taking into account the concerns expressed (see Harbourfront's letter dated September 19, 1984, Appendix C).

The plan was also reviewed and amended by my Department to ensure that all of the City's interests were covered. Appendix A contains the text of the John Quay Sub-Area Plan - Part B as amended.

2. Description of the Proposed Sub-Area Plan:

The John Quay Sub-Area Plan - Part B covers the area of John Quay which is north of the realigned Queens Quay West right-of-way, between the existing Rees Street right-of-way and the Major Open Space located at the head of Simcoe Street Slip. To the north is Lake Shore Boulevard and the Gardiner Expressway. The Major Open Space west of the Rees Street right-of-way and at the head of the Rees Street Slip will be part of a major park area around the slip and be included in the future Sub-Area Plan for the adjoining Maple Leaf Quay to the west.

The area described by the plan will be the site of a residential/retail development consisting of 3 residential towers on a low-rise continuous podium. The podium will consist of retail uses at grade facing Queens Quay West and a multi-storey parking structure above. A total of approximately 63 359 square metres (682,000 square feet) of residential and non-residential gross floor area is proposed for development in this Plan. Approximately 60 859 square metres (655,000 square feet) is allocated for residential uses, including above-grade parking, and approximately 2 500 square metres (26,900 square feet) for non-residential uses mainly in the form of retail uses at grade.

3. Official Plan and Zoning By-law:

The Official Plan includes the whole of this Sub-Area Plan within Mixed Use Area B - John Quay. The Official Plan states that the area will be developed at moderate intensity for both commercial and residential uses. The permitted density is up to 2.05 times the area of the Quay, of which up to 1.23 times the area of the Quay may be for non-residential uses and up to 1.64 times the area of the Quay for residential uses. The Part B Sub-Area Plan conforms to these requirements. There is also a separate requirement in the Official Plan that 30% of the residential units be for assisted housing on John Quay. This requirement will be satisfied on Bathurst Quay, a change adopted in principle by Council at its meeting of June 11, 1984, but which still requires an amendment to the Harbourfront Official Plan. At its meeting of October 1, 1984, however, Council decided to defer decision on an Official Plan Amendment until the Sub-Area Plan had been submitted for approval. This matter was discussed in detail in my reports of April 19, 1984, entitled "Assisted Housing Requirements on John Quay", and May 10, 1984, entitled "Further Report - John Quay Assisted Housing Requirement."

The proposed development, as discussed in the Part B Sub-Area Plan, also conforms to the provisions of the Harbourfront Zoning By-law No. 569-80, as amended.

4. Planning Considerations:

Although most issues that arose during the review of the original draft of this plan have been resolved, some planning matters remain outstanding and must be resolved prior to the final approval of this plan. These will be discussed in this Section of the report in detail.

Matters raised during the circulation of the plan will be also summarized and commented upon in Section 5 of this report.

4.1 Frederick Gardiner Expressway - Reserve for Possible Ramp

Map 3 of the draft plan illustrates the location and proposed dimensions of an allowance to accommodate a future Simcoe Street off-ramp from the Gardiner Expressway along the northern edge of the site. According to the Metropolitan Planning Commissioner, in his comments on the plan, a two-lane ramp structure requires an allowance width of 10.0 metres, and he recommends an additional 3-

metre setback from the proposed allowance to accommodate the maintainence and construction needs of the ramp structure. Harbourfront Corporation has proposed that a continuous 10-metre allowance along the northern edge of Parcel JQ-3, when coupled with the existing undeveloped Metro right-of-way south of the expressway, would create a total allowance width ranging from approximately 14.32 metres at Rees Street to approximately 12.45 metres at its narrowest point east of Parcel JQ-3 and that such allowance could accommodate the needs of the future ramp structure. Harbourfront has also asserted that the proposed 3-metre set back would make the development proposal contained in the Sub-Area Plan unfeasible due to a lack of parcel depth. The Metropolitan Planning Commissioner and Harbourfront have not yet reached agreement.

I do not find it possible to incorporate the Metropolitan Planning Commissoner´s request in the Sub-Area Plan without making a major change to the plan. My review indicates that the proposed 10-metre allowance on Parcel JQ-3, when coupled with the existing Metro right-of-way, is adequate to accommodate the maintenance and construction needs of a future ramp structure and that a larger allowance would jeopardize development on this parcel.

I have discussed these matters with Metro Planning staff, and it has been agreed that Metro will re-assess its comments in consultation with Harbourfront. I hope to be able to report directly to Council on this matter, so that my recommendations can be considered by Council in conjunction with this report.

4.2 Housing Objectives

City Council, at its meeting of October 1, 1984, decided to defer decision on an Official Plan Amendment which would transfer the John Quay assisted housing requirement of 135 units to Bathurst Quay, until the John Quay Sub-Area Plan - Part B was submitted for approval. The proposed change had been adopted in principle by Council at its meeting of June 11, 1984. This Sub-Area Plan, as written, is predicated on an Official Plan Amendment by approval of City Council, prior to the approval of this plan.

This matter has been discussed in detail in my reports of April 19, 1984, entitled "Assisted Housing Requirements on John Quay", and May 10, 1984, "Further Report - York Quay Assisted Housing Requirement."

Should Council not approve an Official Plan Amendment, the assisted housing requirement of 135 units would remain on John Quay and the Sub-Area Plan could not be considered in this form. It should be noted that while this requirement could be physically accommodated in one of the three residential towers proposed under the plan, Harbourfront Corporation has considered the whole project and already marketed the first two towers on the basis that the amendment will be approved.

5. Concerns Raised Through the Circulation of the Plan:

The comments received through the circulation of the plan are summarized and commented upon as follows:

5.1 Department of Public Works.

The Department of Public works has no major requirements in respect of the plan. It did, however, set out some technical conditions that must be met during construction at the proposed development.

5.2 Toronto Board of Education.

The Board of Education has no objection to the approval of the Sub-Area Plan.

5.3 Harbourfront Review Committee.

The Harbourfront Review Committee considered the plan at their meeting of August 9, 1984, and endorsed the plan on the condition that environmental issues be successfully dealt with and that parking be to by-law standards.

5.4 Metro Planning Department.

The Metropolitan Planning Commissioner reports that an allowance of 10-metres along the north edge of the parcel is the minimum required to accommodate a proposed ramp structure. He also reports that a 3-metre setback south of the allowance is necessary for construction and maintenance. I have discussed these matters in detail in Section 4.10, Planning Considerations. The Commissioner is satisfied that the 3.78 metre widening of the Queens Quay West right-of-way is sufficient to accommodate a LRT service.

5.5 Metropolitan Separate School Board.

The Metro Separate School Board has no objections to the plan.

5.6 Toronto Transit Commission.

The Toronto Transit Commission is satisfied that the 3.78 metre widening of the Queens Quay West right-of-way (to 28.17 metres) is sufficient to accommodate LRT service along Queens Quay.

5.7 Toronto Harbour Commissioners.

The Toronto Harbour Commissioners have advised that Council's approval should be made conditional upon the conclusion of negotiations for the removal of the existing rail trackage. Formal negotiations between the parties are underway on this matter and it has no effect on the plan.

5.8 Ministry of the Environment.

The Ministry of the Environment considers the Parcel JQ-3 to be one of the noisiest sites that it has ever encountered, and recommends that extreme care and attention must be given to the details and procedures of noise control. It suggests that non-openable windows be used wherever possible, and that the selection of glazing be based on required interior sound levels. It advises that Provincial noise level objectives cannot be met without totally enclosing all balconies. It is also recommended that the proposed outdoor areas (located on the podiums) be buffered to the greatest extent technically and economically feasible to meet the intent of the Provincial Freeway Noise Policy. I share these concerns, and will ensure at the time of Development Review that these technical and design recommendations are followed.

5.9 Marathon Realty.

Marathon Realty has identified a number of concerns with the Plan. Comments directed towards the Part B plan include such matters as views, the appearance of the northern facades, pedestrian crossings, roads and the circulation of plans. These are discussed briefly below:

(a) Views:

It has proposed that the number of residential towers be reduced so as to minimize the obstruction to over-views from the Railway Lands to the water. The Sub-Area Plan is in conformity with the Harbourfront By-law which requires that an unobstructed opening of 70% along the overall east-west frontage is maintained above the 25 metre height level. I consider this requirement adequate and appropriate for the protection of overviews south from the Railway Lands.

(b) Appearance of Northern Perimeter:

Marathon Realty has expressed concern about the appearance of buildings and open spaces that back onto the Gardiner Expressway and Lake Shore Boulevard. I share this concern and will ensure that it is satisfied at the time of Development Review.

(c) Pedestrian Crossings:

It has recommended that provision for foot bridges from the Railway Lands be included in the Sub-Area Plan. The development of such crossings will be an important element in improving the connections between the City and the waterfront. However, since the Plan does not preclude the provision of foot bridges, and the actual planning of the Railway Lands is still underway, it would be premature to settle this matter in detail now.

(d) Roads:

Marathon proposes that, on the basis of an agreement between CN Real Estate, Marathon and Harbourfront, that vehicular movement on a re-opened Rees Street (between Lakeshore Boulevard and Queens Quay) be limited to southbound movement only. Before Rees Street is re-opened, it will be subject to detailed study by the City and Metro to determine and ensure that its function is compatible and consistent with the transportation needs and objectives in this portion of the City, including the future development of the Railway Lands.

(e) Circulation of Plans:

Marathon Realty has suggested that, due to the Major Open Space agreement between Marathon, CN Real Estate and Harbourfront, the City seek their assurance that the provisions of the agreement have been satisfied before considering other Sub-Area Plans. My Department will forward future Sub-Area Plans for the Maple Leaf Quay to Marathon and CN for their comment in the same manner that this Sub-Area Plan was submitted to Marathon, CN and other interested parties.

6. Recommendations:

6.1 That, subject to the following conditions,, your Committee recommend that City Council approve the John Quay Sub-Area Plan - Part B text, Tables 3.1 and 3.2, and Maps 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.9, 4.10, and 4.11 as revised by the City, and attached as Appendix A to this report.

(a) A supplementary report from the Commissioner of Planning and Development respecting the width of an allowance for an off-ramp from the Gardiner Expressway, as discussed in Section 4.1 of this report.

(b) Council approval of an amendment to the Official Plan to permit the transfer of the 135 assisted housing units to Bathurst Quay.

(c) Recommendation No. 6.2.

6.2 That Council amend Section 7.1(1)(a) of the Master Agreement between Harbourfront and the City by adding the words "or the John Quay Sub-Area - Part B" so that Section 7.1(1)(a) will read as follows:

"a) the Corporation notifies the City in writing that, by April 30, 1983, or by the date of final approval of a sub-area plan for any sub-area other than that defined for Bathurst Quay in the report from the Commissioner of Planning and Development to the Land Use Committee dated August 26, 1982, and entitled "Bathurst Quay Preliminary Sub-Area Plan", or "The Spadina Quay Sub-Area Plan, Phase B: The Marina", or the "John Quay Sub-Area Plan Part A", or the "John Quay Sub-Area Plan Part B" it will execute or have executed and register against title agreements required by paragraph 7.1 for the Spadina Quay Sub-Area;"

6.3 That Harbourfront be notified that a Noise Impact Statement must be submitted for each phase of the proposed development on Parcel JQ-3 at the time of submission of plans for the approval of City Council, under Section 40 of The Planning Act.

Stephen G. McLaughlin
Commissioner

RG/tc

APPENDIX A

JOHN QUAY SUB-AREA PLAN

TABLE OF CONTENTS

1.0 INTRODUCTION

PART A: JOHN QUAY SOUTH

(under separate cover)

2.0 JOHN QUAY SUB-AREA PLAN: PART B - TEXT

2.1 Sub-Area Plan Boundaries - General
2.1.1 Boundaries - Part B: John Quay North
2.2 Location of Streets, Buildings and Development Parcels
2.3 Existing Streets and Roadways
2.3.1 Frederick Gardiner Expressway - Reserve for Possible Ramp
2.4 Connections with Public Streets
2.5 Municipal Services
2.6 Location and Dimensions of Areas to be Offered for Dedication
2.7 Location, Dimensions and Landscape Concept for Other Areas of Publicly Accessible Open Space
2.8 Uses and Densitites by Parcels
2.9 Parking Facilities
2.10 Service and Loading Facilities
2.11 Public Transit
2.12 Building Envelopes
2.13 Pedestrian Circulation System
2.14 Recreation Space
2.15 Community Service and Facilities
2.16 Housing Objectives
2.17 Environmental Goals
2.18 Compatibility Between Uses
2.19 Peak Hour Traffic Generation
2.20 Existing Gross Floor Areas

3.0 TABLES

3.1 Open Space Areas
3.2 Proposed Uses and Gross Floor Areas

4.0 PLANS

4.1 John Quay Context
4.2 John Quay Sub-Area Plan Boundaries
4.3 Parcels and Dimensions
4.4 Municipal Services
4.5 Open Space Location
4.6 Queens Quay West Landscape Concept Plan
4.7 Parking/Vehicular Access
4.8 (Deleted)
4.9 Building Envelopes
4.10 Views and Vistas
4.11 Pedestrian Circulation

JOHN QUAY SUB-AREA PLAN

1.0 INTRODUCTION

The John Quay Sub-Area Plan represents the fifth sub-area plan submission prepared by Harbourfront Corporation pursuant to the Master Agreement between the City of Toronto and Harbourfront Corporation.

This sub-area plan falls completely within Mixed Use Area "B" of the Harbourfront Official Plan and contains Harbourfront's proposed development plans for the John Quay area. Plans for the area south of Queens Quay West, Harbourfront's primary public street, include a specialty hotel with residential, restaurant and retail uses. To the north, development will focus on the production of new housing.

The proposals made in this plan are consistent with the development context contained in the Official Plan which establishes that John Quay should be an area with a moderate intensity of both commercial and residential development.

Residential proposals contained in the John Quay Sub-Area Plan are based on City Council's decision on June 11, 1984 to amend the Harbourfront Official Plan as it relates to housing goals. As a result the assisted housing requirement for John Quay can be met on Bathurst Quay. This will permit the immediate development of a sizable number of low-priced, modest-sized residential units on John Quay North.

This plan takes in consideration current discussions between Metropolitan Toronto and City officials regarding improvements to public transit and street connections to the waterfront. This includes a possible new egress ramp from the Frederick Gardiner Expressway in the vicinity of John Quay. Accordingly, an allowance for a ramp is contained in this sub-area plan.

In addition, City Council's approval of the Spadina Quay Sub-Area Plan included approval of Harbourfront's Road Concept submission. The alignment and dimensions of the new Queens Quay West, which has been extended in order to create a continuous east-west transportation corridor, were determined between York Street and Bathurst Street. However, although the alignment of Queens Quay West has been approved through John Quay, an expansion may be required in order to allow proposed improvements to public transit. Therefore, this sub-area plan will permit a wider Queens Quay West through an allowance in order to accommodate a rapid transit line.

Finally, with respect to transportation improvements, this plan assumes that the main rail lead, currently located on the existing Queens Quay West, will be removed. Agreement in principle by the City, Harbourfront, the Toronto Harbour Commissioners, CN Rail and CP Rail has been reached for its removal, as well as the removal of existing spur lines located north of the main lead. Negotiations for formal agreements required to implement the railway line removals are currently underway.

Certain lands adjacent to the Rees Street Slip within John Quay have not been included in this plan. These lands are designated "Major Open Space" in the Harbourfront Official Plan and form the east half of a larger open space surrounding the slip. Upon consultation with City of Toronto Planning and Development staff, it was agreed that the development of a design concept should be undertaken for the entire open space area surrounding the slip at the same time. Further, in the absence of detailed plans for the lands adjacent to the west side of the slip, the "Major Open Space" lands surrounding the water area will be included in a future sub-area plan for Maple Leaf Quay East.

Queens Quay West bisects John Quay, and as the "spine" or primary element of the public road and open space system at Harbourfront, serves as the principal organizing element for all development parcels. Thus, the location of Queens Quay West at John Quay provides an opportunity to focus separately on the two areas created on either side of the street.

Parts A and B, which separately fulfill the full requirements of Section 4.1(a) of the Master Agreement, have been prepared as separate, free-standing sub-area plan submissions. However, together the two plans comprise Harbourfront's comprehensive development proposals for John Quay. The structure of these submissions will permit Council's consideration of the plan parts separately. As a result, Parts A and B are submitted under separate covers.

Part A, John Quay South, focuses on the development of the lands south of the approved Queens Quay West. Part B, John Quay North, details development plans for those lands north of Queens Quay West and includes consideration of a widened Queens Quay West.

It is Harbourfront Corporation's belief that this sub-area plan has been prepared in conformity to Harbourfront's Official Plan, as proposed to be amended, Zoning By-law and Master Agreement.

2.0 JOHN QUAY SUB-AREA PLAN: PART B - TEXT

2.1 Sub-Area Plan Boundaries - General

The location of John Quay within the context of Harbourfront and adjacent lands is indicated on Plan 4.1.

Plan 4.2 indicates the boundaries of the John Quay Sub-Area Plan, which are defined as follows:

- to the north, the southern boundary of the existing right-of-way for the Gardiner Expressway between the eastern limit of John Quay, i.e. Combined Area 2 as defined by the Harbourfront Zoning By-law, and the western boundary of Rees Street (formerly John Street right-of-way);
- to the east, the eastern boundary of John Quay, i.e. Combined Area 2 as defined by the Harbourfront Zoning By-law;
- to the south, the southern boundary of John Quay, i.e. Combined Area 2 as defined by the Harbourfront Zoning By-law; and,
- to the west, the western boundary of the former right-of-way for Rees Street, projected southward to the southern boundary of the sub-area.

The total area included in the John Quay Sub-Area Plan, Parts A and B, is approximately 39,179 square metres comprising approximately 75% of Official Plan Mixed Use Area "B". The net area included in Parts A and B, i.e., the total area excluding the existing water area of the Simcoe Street Slip, is approximately 34,406 square metres.

The sub-area boundaries, as defined, include all new proposed parcels and streets and allow consideration of the full development potential of the lot. As a result, a desciption of the development potential for the balance of Mixed Use Area "B" has not been included. This submission proposes to allocate the full development density to the parcels included in this sub-area plan, with one minor exception concerning community services and facilities as discussed in Section 2.8, Uses and Densities.

The boundaries for this sub-area plan do not include those lands designated "Major Open Space" along the eastern side of the Rees Street Slip. These lands form the eastern portion of a major open space area which is to surround the slip and continue northward into the planned redevelopment of the Railway Lands, and eventually into the Central City. The detailed design of the park and its facilities will be undertaken as part of a future Sub-Area Plan for Maple Leaf Quay.

Similarly, the Official Plan "Major Open Space" area designed to the north of the Simcoe Street Slip is, for the most part, within York Quay. A small strip of land approximately 9.5 metres in width falls within the boundaries of John Quay. The Part B Plan contains a discussion of a temporary landscaping plan for these lands.

2.1.1 Boundaries - Part B: John Quay North

Part B, John Quay North, addresses the development of those lands to the north of and including Queens Quay West. The specific boundaries of Part B are illustrated on Plan 4.3 and are described as follows:

- to the south, the southern limit of the approved right-of-way for Queens Quay West;
- to the east, the eastern limit of John Quay, i.e., Combined Area 2 as defined by the Harbourfront Zoning By-law;
- to the north, the southern limit of the existing right-of-way for the Gardiner Expressway between the eastern boundary of Part B and the western boundary of Rees Street (formerly John Street right-of-way); and
- to the west, the western boundary of Rees Street projected southward to the southern boundary of Part B.

The total land area within the Part B boundaries is 12,438 square metres, comprising approximately 32% of the John Quay Sub-Area Plan and 24% of Mixed Use Area "B".

The Part B boundaries encompass a single development parcel which is identified as Parcel JQ-3.

2.2 Location of Streets, Buildings and Development Parcels

Plan 4.3 indicates the site plan for Part B, and indicates the location and dimensions of the proposed development parcel, JQ-3.

Approximately 7,138 square metres in area, Parcel JQ-3 encompasses the majority of the Part B lands. The remaining area of the plan consists of the approved Queens Quay West right-of-way, the former Rees Street right-of-way and the narrow strip of "Major Open Space" located east of the site of Parcel JQ-3.

Parcel JQ-3 is intended entirely for new development, primarily residential in nature. By virtue of its location, site capability and continuous frontage along Queens Quay West, the site is suited to a large phased residential project. Section 2.8, Uses and Densities, contains further information on the proposed uses, sequence of development, and densities for this parcel.

Currently, a portion of the Parcel JQ-3 site is used as a temporary, gravel surface, parking area. This use and its associated minor structures will not continue. Existing on-site railway lines, portions of which have already been removed from the adjadcent lands at York Quay, will also be removed from John Quay. This track removal will commence with the most easterly portion of the spur lines and will proceed as required by development phasing and under the terms and conditions of a railway removal agreement currently being finalized between Harbourfront, CN Rail, CP Rail and the Toronto Harbour Commissioners.

No other uses, structures or buildings exist on site.

2.3 Existing Streets and Roadway

Queen´s Quay West is the only existing public street within the Part B Plan boundaries.

The location of Queens Quay West is indicated on Plan 4.3. The alignment and design for Queens Quay West was previously approved by Council as part of the Harbourfront Transportation Study - Road Concept Submission. This Sub-Area Plan is consistent with the approved location and alignment of the street as it bisects John Quay. However, an additional 3.78 metre-wide allowance adjacent to the northern boundary of the approved Queens Quay West right-of-way has also been included in order to accommodate a future LRT line. Metro Planning and Toronto Transit Commission (TTC) officials have indicated that this increased Queens Quay West right-of-way of 28.17 metres is sufficient to accommodate an LRT line in a separate right-of-way.

The location and typical dimensions of Queens Quay West are illustrated on Plan 4.6, Queens Quay West - Landscape Concept Plan.

Plan 4.3 illustrates the location of the Metropolitan Toronto-owned lands comprising Rees Street, closed as a public highway by By-law 2652. The development proposed by this plan does not require the use of Rees Street as an access/egress. As a result, this plan does not make a formal proposal with respect to the re-opening or upgrading of this street. Nonetheless, its re-opening would greatly improve access to Harbourfront and the proposed development on John Quay in particular.

The re-opening of the Rees Street between Queens Quay West and Lakeshore Blvd. would be subject to detailed examination by the appropriate City and Metro authorities to determine the detailed design and function of the street and its relationship to the future redevelopment of the Railway Lands. However, Harbourfront proposes that future access and egress from Rees Street be permitted as an access/egress point for Parcel JQ-3. Section 2.10 Service and Loading Facilities, contains further information on access and egress to the parcel.

2.3.1 Frederick Gardiner Expressway - Reserve for Possible Ramp

Plan 4.3 illustrates the location of the most southern portions of the Gardiner Expressway structure, as constructed, adjacent to John Quay.

Discussions with Metro and City offficials have identified the need for an allowance along the northern edge of Parcel JQ-3 to accommodate a possible future Simcoe Street off-ramp from the Gardiner Expressway. These were preliminary discussions as the requirements, timing and ultimate location of this ramp have not yet been determined by Metro. The need for the Simcoe Street off-ramp was outlined in the Central Bayfront Road and Ramp Study carried out for the City. The purpose of this study was to identify options that would permit the removal of the York Street off-ramp while maintaining the functional capacity of the expressway.

However, according to Metro Officials, the allowance should accommodate a two-lane exit ramp structure which requires an allowance width of approximately 10.0 metres running parellel to the existing Queens Quay West. Metro Officials have also recommended that a further three-metre offset from the proposed allowance to accommodate the maintenance and construction needs of the ramp structure be provided on Parcel JQ-3. As a result of these discussions, and upon analysis of the effect of such setbacks on the proposed development, it is proposed that a continuous 10.0 metre allowance be created along the northern edge of Parcel JQ-3 to accommodate a future ramp. This 10.0 metre allowance, together with the undeveloped Metro right-of-way south of the Expressway structure, would yield a total allowance of approximately 14.32 at Rees Street to approximately 12.45 at its narrowest point east of Parcel JQ-3. The proposed allowance, together with the available Metro right-of-way south of the Expressway, is considered adequate to accommodate the maximum case scenario of a two-lane ramp structure. An additional three-metre setback cannot be accommodated without making the parcel depth inefficient for development, particularly in light of the allowance that is also being provided on the south side of the parcel for a possible LRT line on Queens Quay West.

Discussions regarding the definition of ramp requirements in this regard are continuing between Harbourfront, the City and Metro.

2.4 Connections with Public Streets

Once Rees Street is re-opened, an intersection with Queens Quay West would occur at the southerly terminus of the re-opened street. The proposed private road south of Queen Quay West would complete what is anticipated to be the major intersection in John Quay (see Part A, Section 2.4 John Quay South submission).

It is proposed that initially the intersection permit four-way movements, i.e., left and right turns into and from Rees Street. In this regard, the installation of a a signalized intersection would be most appropriate prior to full development of Parcel JQ-3.

The precise location and geometric design of this intersection would be undertaken by the City, and in part Metro, as part of the detailed plans for Queens Quay West through John Quay. With regard to timing, it is expected that Harbourfront will complete the re-alignment of Queen Quay West through Maple Leaf Quay to John Quay permitting the new intersection to be completed prior to the completion of the first phase of residential development on Parcel JQ-3.

2.5 Municipal Services

Existing services are indicated on Plan 4.4.

Services to new development will be via direct building connections to existing services within Queens Quay West. This work will be carried out by individual developers in accordance with the City of Toronto standards and specifications as required by the Commissioner of Public Works.

Harbourfront Corporation does not propose to construct any new services for conveyance to the City.

2.6 Location and Dimensions of Areas to be Offered for Dedication

There are no areas within the Part B lands to be offered to the City of Toronto for dedication as public park.

2.7 Location, Dimensions and Landscape Concept for Other Areas of Publicly Accessible Open Space

Plan 4.5 illustrates the approximate location of those areas within Part B which qualify as open space within the meaning of the Official Plan and the Master Agreement. Table 3.1 summarizes all areas and types of open space to be provided in Part B. These areas are approximate and will be confirmed at the time of Development Review.

All proposed open space will be developed as accessible to the public and in accordance with the applicable guidelines contained in Schedule C of the Master Agreement.

Areas of publicly accessible open space associated with Parcel JQ-3 are comprised of building setbacks, a public arcade, and an approximately 9.5 metre wide strip of "Major Open Space" north of Simcoe Street Slip.

A continuous building setback of not less than 0.55 metres along the full frontage of Queens Quay West will be provided by the proposed development, similar to other development setbacks along Harbourfront's main street. The setback will have the effect of widening the pedestrian areas associated with Queens Quay West. In this regard, it will be contiguous to the street sidewalk and will be finished in a comparable material.

A public arcade along the Queens Quay West frontage will be developed in order to provide a continuous east-west pedestrian route along the street while linking the proposed ground floor uses associated with Parcel JQ-3. The arcade will be approximately 3.5 metres wide and one storey high.

A continuous building setback of approximately 2.5 metres adjacent to Rees Street will be landscaped with hard-surface materials, similar to those used along Queens Quay West.

Table 3.1 identifies certain areas of publicly-accessible open space along a widened Queens Quay West. In accordance with the provisions of the Official Plan, Section 4.1 and of the Master Agreement, the sidewalk and boulevard areas represent approximately 2.130 square metres of other publicly accessible open space. These are illustrated on Plan 4.6. The centrally-located Queens Quay West boulevard will be finished with hard-surface materials, similar and compatible with those used on the adjacent sidewalk areas.

Plan 4.5 also illustrates the John Quay portion of the Official Plan "Major Open Space" lands north of Simcoe Street Slip. By far, the majority of these Official Plan designated lands are within York Quay. As a result, it is proposed that the landscape concept for the approximately 9.5-metre wide strip of "Major Open Space" be undertaken as part of the detailed design for the entire "Major Open Space" designated north of the Simcoe Street Slip. The timing of this work would be contingent on the timing of the development of the adjacent York Quay site and the future of the Ontario Hydro Junction station.

As a result, the narrow strip of land within John Quay will be temporarily landscaped as part of the development proposed by this plan. This temporary condition would permit the use of the site by pedestrians and for passive recreation.

The details of this temporary landscaping will be submitted at the time of Development Review for the first phase of the proposed development (see Section 2.21, Areas of Development Review).

2.8 Uses and Densities by Parcels

Table 3.2 indicates the proposed uses and gross floor areas for Parcel JQ-3 and provides a description for the remaining potential allocated to those John Quay lands outside of Part B.

Harbourfront Corporation has now acquired the Zoning By-law Cl lands from the Toronto Harbour Commissioners. These lands and the development potential associated with them have therefore been included in the John Quay-Sub-Area Plan.

A total of 91,578 square metres of combined maximum residential and non-residential gross floor area is available on John Quay for development. Of this total, approximately 63,359 square metres of residential and non-residential gross floor areas is proposed for development in this Part B plan. This total is comprised of approximately 60,859 square metres of residential floor area for the development of several hundred low-priced, modest-sized units of housing. It is proposed that this gross floor area be accommodated on Parcel JQ-3 in three towers developed on a low-rise, continuous podium.

Development will be staged in two phases. The first phase will consist of the most easterly and middle residential towers joined by a low rise retail and parking structure. Building 1, the most easterly tower, is the smallest of three residential buildings.

The proposed residential gross floor area for Building 2, the middle tower, includes the combined parking area for Buildings 1 and 2. The parking component of Building 3, the most westerly of the three towers, will be constructed at the same time as the third tower, and the residential gross floor area takes this into account.

The scenario presented in Table 3.2 proposes that the maximum residential gross floor area for each of the buildings be within a 15% range of tolerance. It arises from the need to ensure a reasonable degree of design flexibility in the development and from the relationship of the structured parking to the development. (Refer to Section 2.9 Parking).

The proposed gross floor areas for Parcel JQ-3, as indicated on Table 3.2, permit the development of three levels of podium parking which, assuming the scenario presented in Tables 3.3 and 3.5, meets the minimum number of residential parking spaces required by the Zoning By-law. In this regard, the scenario presented in Table 3.2 is as follows:

PARCEL JQ-3

	Residential: Non-Parking g.f.a.	Residential: Parking g.f.a.	Sub-Total
Building 1	11,466	3,340	14,806 (approx. 15%)
Building 2	18,721	4,500	23,221 (approx. 15%)
Building 3	19,221	3,611	22,832 (approx. 15%)
			60,859

Table 3.2 also proposes the use of approximately 2,500 square metres of non-residential g.f.a. on Parcel JQ-3 which is to be developed on the ground floor for retail and related uses.

Approximately 600 square metres of the bonus g.f.a. attributed to John Quay for the development of community services and facilities is allocated to either Building 2 or Building 3. It is proposed that the full or undeveloped amount be transferred to the John Quay portion of the Rees St. "Major Open Space" for the development of future park-related structures, if this transferral is approved in a sub-area plan for the "Major Open Space".

Table 3.2 indicates that the remaining non-residential and residential gross floor areas for John Quay are allocated entirely to those lands south of Queens Quay West which were the subject of the Part A Sub-Area submission for John Quay.

2.9 Parking Facilities

The parking facilities to be provided will meet the requirements of the Harbourfront Zoning By-law at the completion of each building and at full development. The precise number and location of parking will be presented for each building at the time of the Development Review applications. In each case, the minimum residential requirements of the Harbourfront Zoning By-law will be met within the building structure. Additional parking spaces for residents beyond the By-law minimum will be provided as required by pre-sale demand within the 300 metres of the development. This parking cannot be counted as recreational parking, however.

The parking generated as a result of the development of the non-residential uses proposed will be accommodated in the York Quay Parking Garage, which is within 300 metre distance permitted by the Harbourfront Zoning By-law.

2.10 Service and Loading Facilities

The locations of access to service and loading facilities for Parcel JQ-3 are generally indicated on Plan 4.8.

The servicing strategy for Parcel JQ-3 is one which is integrated with the development phasing strategy and provides access to loading facilities which are sited to minimize negative impact on the primary pedestrian precinct along Queens Quay West and the "Major Open Space" edges.

Plan 4.8 illustrates the proposed general location of the primary parking and service access and egress which is directly via Queens Quay West east of Building 1. This location will permit the major portion of the vehicular/service lane to be developed in its permanent location prior to the development of Building 3. The lane will be extended westward with the development of Building 3.

An additional access/egress location could be made available along Rees Street, also indicated on Plan 4.8, should it be re-opened as a public street. Ultimately, it may be desirable to provide another access/egress location along Queens Quay West, generally located west of Building 2 as illustrated on Plan 4.8.

The required loading facilities will be developed in accordance with the requirement of the Zoning By-law. In all cases, every effort will be made to lessen the impact of these facilities and the service access/egress on the adjacent pedestrian areas.

The final location and specific number of loading facilities will depend on the final mix of uses in Parcel JQ-3 and will be confirmed at the time of Development Review.

2.11 Public Transit

In the short term, the lands within this sub-area plan will continue to be served by the Spadina Avenue 77B bus, a Toronto Transit Commission (TTC) service along Queens Quay West which operates with headways, in peak periods, of every seven to eight minutes and in off-peak periods, every 13 to 17 minutes. Existing bus stops are currently located directly south of Parcel JQ-3 on both sides of the street.

Harbourfront has also undertaken discussions with the TTC and authorities regarding the implementation of new transit routes to serve development at Harbourfront. Two short-term options which have been discussed include increasing the frequency of the Spadina bus, and extending the Bay bus service from Bay Street along Queens Quay West, possibly to Bathurst Street. In the medium and long term, John Quay would also be served by the Harbourfront LRT line. Metro Council has approved funding for the completion of the detailed engineering plan for the first stage of the LRT line to be developed. The first stage, representing a total of 1.68 km (1.04 miles), will follow a route commencing from Union Station, south along Bay Street, west along Queens Quay West to Spadina Avenue. Discussions with Metro, TTC, the City and Harbourfront with respect to the design of the proposed widening of portions of Queens Quay West to accommodate the LRT are currently underway. This sub-area plan has proposed a 3.78-metre allowance which would increase Queens Quay West to permit accommodation of the LRT in its own right-of-way.

Although the details of the line capacities, headways, stops, etc. are not yet known, it is anticipated that loading platforms adjacent to the line will be provided at major intersections, such as Rees Street.

2.12 Building Envelope

The building envelope for Parcel JQ-3 is illustrated on Plan 4.9. It conforms to the Harbourfront Zoning By-law and to design guidelines prepared by Harbourfront Corporation.

Plan 4.9 illustrates the height limits imposed on the development by the Harbourfront Zoning By-law. The By-law permits a basic height of 25 metres above grade for the entire area of the parcel. The Height Flexibility Zone on John Quay permits building above the 25-metre limit to an unlimited height provided the aggregate width of the buildings measured at the widest point does not exceed 64 metres. This is to ensure overviews from the City to the water are not blocked. The three residential towers proposed comply with the restrictions of the Height Flexibility Zone and the distribution of density will likely yield towers of 17 to 19 storeys (Building 1), 28 to 32 storeys (Building 2) and 28 to 32 storeys (Building 3).

The height of the podiums will depend on the quantity of parking developed, and will be at least three parking levels above the ground floor. Where the height of the podium itself is inadequate to act as a barrier to traffic noise on the Gardiner Expressway, a barrier wall along the north edge of the podium shall be erected to reduce noise to levels compatible with the Provincial Freeway Noise Policy for open spaces south of the wall on the podium roof.

A uniform building setback of 0.55 metres will be established along the entire Queens Quay West frontage. The purpose of this setback will be to create a more generous area for pedestrians along Queens Quay West.

An approximately 2.5 metre building setback will also be provided along the Rees Street frontage. Similarly, the setback in this case represents a build-to line for the western facade of Building 3.

Finally, all development will be setback from the northern boundary of this site by a minimum ten metres to create an allowance for a future ramp from the Gardiner Expressway.

No setbacks will be provided on the eastern side of the parcel adjacent to the future "Major Open Space". Adequate area exists to create an appropriate relationship between the ground floor public uses along the east facade of the structure and the future public open space area adjacent.

A continuous arcade approximately 3.5 metres in width and directly contiguous to the setback line will be developed along Queens Quay West. The height of the arcade will be the full height of the ground floor measured at its highest point. The phasing of development will be undertaken in a way which will permit each subsequent building to integrate the arcade in a "seamless" way. The objective is to produce an arcade which is continuous along the entire length of Queens Quay and which maintains the same physical characteristics in width, height and column interval.

The Queens Quay elevations will be designed in a way which will prevent the expression of parking levels, ramps or inclined floor slabs on what is the principal facade of the building. Further, the zone directly in front of the parking levels forming the facade of the continuous street building edge will be architecturally treated in a manner which effectively screens the parking levels from Queens Quay West.

It is anticipated that the residential towers will be angled to orient the units more strongly to the southeast and southwest in order to take advantage of the associated views of the water.

The facing conditions posed by the developments proposed in this plan will be governed by the standards established by the City for Light, View and Privacy. Plan 4.10 illustrates the views and vistas outlined in Schedule G of the Master Agreement as well as those created by the development proposed in this submission. The parcel location and building envelope will permit and maintain high-level water views from points north of Harbourfront.

A visual corridor has been established along the projection of the alignment of John Street south from Front Street to the water's edge. The development of Building 3 along the western parcel building line will enhance and define this high-level view. A high-level view corridor is also established north of the Simcoe Street Slip. Similarly, the development of Building 1 along the eastern building line of the parcel will define and enhance this water view. Lastly, high-level views are created between the multi-storey structures over the lowest building component associated with the parcel, i.e., the podium levels. High-level views, in this instance, focus on the proposed commercial, residential and marine developments to the south of Queens Quay West and to the water views associated with the Police Basin.

2.13 Pedestrian Circulation System

The pedestrian circulation system for Part B of this sub-area plan is illustrated on Plan 4.11.

The primary pedestrian circulation zone is comprised of the landscaped sidewalk areas of Queens Quay West, the extension of these areas through the setback and the arcade developed south of Parcel JQ-3, all of which shall be contiguous and therefore function as a single generous pedestrian area. Further, the sidewalk areas developed along Queens Quay West will continue northward along Rees Street adjacent to Building 3. If required, Harbourfront will make every effort to facilitate the construction of a pedestrian bridge into the Railway Lands.

Plan 4.11 also illustrates the location of the Major Open Space lands to the east of Parcel JQ-3. This pedestrian zone will be directly linked to the primary pedestrian areas along Queens Quay West. A temporary landscape plan will be submitted as part of the Development Review of Building 1. The permanent design of the pedestrian circulation associated with this area will be addressed during the future design of the open space. However, given the size of the open space and the nature of the public uses at grade, considerable flexibility to appropriately incorporate pedestrian activity would be available.

Frequent pedestrian crossing is anticipated from Parcel JQ-3 to areas south including the future "Major Open Space" surrounding the Rees Street Slip, the proposed commercial and recreational developments to the immediate south of the street and to the water's edge. Plan 4.11 illustrates the anticipated location of these crossings at the intersection of Rees Street and Queens Quay West. In this regard, pedestrian circulation will be continued south of Queens Quay West within the pedestrian zones of the proposed private roadway leading to the future open space and water's edge areas. A secondary pedestrian crossing may be possible opposite the eastern portion of the private road proposed south of Queens Quay. However, this crossing will depend on the final plans regarding the accommodation of an LRT lire on Queens Quay, and more specifically, the final location of station stops.

2.14 Recreation Space

Actual quantities of recreation space will be provided at the time of the related Development Review applications and will conform to the recreation space requirements contained in the Zoning By-law.

It is anticipated that the Development Review applications for Parcel JQ-3 will be accompanied by an application for a minor variance from the Harbourfront Zoning By-law regarding the consideration of enclosed balconies within the main wall of the building as fulfillment of the personal recreation space provisions of the By-law. Balconies must be enclosed in this development for environmental purposes due to the proximity of the Expressway and the noise levels associated with it.

2.15 Community Services and Facilities

At present, the only community service and facility that exists on John Quay is the Metropolitan Toronto Police Marine Unit. This community service will remain in its present general location and continue in use. Details of the proposed upgrading of this facility are included in the Part A submission.

Section 2.8, Uses and Densities, discusses the community services and facilities floor bonus of 2,376 square metres, 600 square metres of which has been allocated to Parcel JQ-3. The remaining bonus will be distributed between the lands to the south of Queens Quay West and the future Rees Street "Major Open Space", the latter of which may accommodate assorted park-related structures in accordance with the Official Plan. This transfer will only be permitted if also approved in a sub-area plan for the "Major Open Space".

No other community services and facilities are to be developed within the lands encompassed by Part B of this sub-area plan.

2.16 Housing Objectives

This submission is predicated upon the passage of an Official Plan amendment which would implement City Council's decision on June 11, 1984 to transfer the John Quay assisted housing requirement of 135 units to Bathurst Quay.

Section 3.1 of the Official Plan establishes that Harbourfront will be the site of housing aimed at a wide range of household types, ages and incomes. Various levels of approval have already been received for approximately 1,000 units of housing at Harbourfront which have focused on assisted housing, as well as larger and higher priced units. The development of the modest-sized, low-priced private housing proposed by this plan should significantly contribute to the achievement of this objective.

Table 3.2 indicates that 72,951 square metres of residential gross floor area may be developed subject to approval of the John Quay Sub-Area Plan, Parts A and B. Of this total, approximately 60,859 square metres of residential gross floor area is proposed for development within Parcel JQ-3. Depending on the final unit mix and the amount of parking, this development scenario yields approximately 511 units. Actual numbers of units cannot be determined until Development Review submissions are made.

The overall housing objectives with respect to assisted housing across Harbourfront are not affected by the transfer of the John Quay requirement. 30% of all new units produced at Harbourfront will continue to be targeted for development as assisted housing.

2.17 Environmental Goals

Section 6 of the Official Plan requires the environmental consideration of four elements: a) Noise Impact, b) Microclimate Impact, c) Energy Conservation, d) Air, Water and Soil Quality.

a) Noise Impact

The north end of Parcel JQ-3 is exposed to the highest noise levels (anticipated to be approximately 80dBA). The noise levels drop with movement south from the Expressway to a level of 70dBA along the south side of the parcel. At grade level a continuous podium of three parking levels would lower grade-related noise levels at Queens Quay West to 60-65 dBA. Depending on the final height of the podium, a barrier wall along the north edge of the podium shall be erected to reduce noise levels for those areas south of the wall to levels compatible with the Provincial Freeway Noise Policy.

A detailed Stage II assessment of the noise environment for Parcel JQ-3 is now underway. This next stage will enable the detailed design of Buildings 1 and 2 to be considered from the perspective of achieving specific acoustical performance.

The Stage II assessment consists of a detailed noise site survey and estimate level contours to provide the bases for the acoustical design of the building elements. In addition, Stage II will identify the specific noise control treatments to be adopted into the design of the proposed development.

Stage II assessment information will be submitted to the City as part of the first Development Review submission for Parcel JQ-3.

b) Microclimate Impact

As a result of the study of the microclimatic implications posed by the development of Parcel JQ-3, it has been determined that pedestrian level wind conditions for the site are generally similar to those found in other parts of Harbourfront. Further, an acceptable pedestrian wind environment will be achieved through the proper attenuation of certain building corner areas. These matters will require further consideration during detailed building design.

c) Energy Conservation

Harbourfront Corporation will, during its review of the detailed building designs for Parcel JQ-3, encourage innovative solutions to the design of mechanical systems (e.g., use of heat pumps, passive solar, etc.) and building design envelopes to the extent possible (use of sunscreens to control heat gain).

d) Air, Water and Soil Quality

The uses proposed for development in this plan will not, in any way, adversely affect the existing air quality within the John Quay area. The future Rees Street "Major Open Space" and the relatively low scale developments south of Queens Quay West will permit lake breezes to ventilate the John Quay area. Further, preliminary soil samples from the Parcel JQ-3 site have been completed and indicate that the soil is suitable for the development of the uses proposed.

There are no issues related to water quality which arise from the development of the uses proposed in this Part B submission.

2.18 Compatibility Between Uses

The non-residential density will be developed as retail and related uses at ground floor level. All primary entrances for the retail uses will be kept separate from primary residential entrance/lobby areas. At full development, the proposed access and egress will accommodate vehicular and service traffic and all loading requirements will be handled in an interior location. As a result, problems of compatibility between the servicing requirements of the retail uses and pedestrian activity are not anticipated.

With a hotel, including residential and retail uses, the Pier 4 retail complex to the south of Queens Quay and the future "Major Open Space" and recreation uses adjacent, the proposed development in Part B is considered appropriate and highly compatible with its neighbouring uses. As described in Section 2.17 - Environmental Goals - the design and construction of the buildigns will also reduce the noise levels generated by traffic to the north to acceptable levels.

2.19 Peak Hour Traffic Generation

Section 4.1(a)(xviii) of the Master Agreement includes provisions permitting the Commissioner of Planning and Development and the Commissioner of Public Works to request, certain information regarding anticipated peak hour traffic generation for non-residential uses in excess of 20,000 square feet of gross floor area. This submission proposes the development of non-residential uses for Parcel JQ-3 in slight excess of this amount. However, the nature of these anticipated retail uses are not expected to generate high volumes of traffic moving out of Harbourfront during peak evening hours.

As discussed in the approved Harbourfront Transportation Plan, the peak hour movements requiring detailed consideration are the peak evening traffic periods out of Harhourfront.

Also, the limited size and physical nature of the retail uses being proposed will not create a regional shopping focus attracting the widest population base. Accordingly, the anticipated traffic volumes will not require special measures for control related to the functioning of Queens Quay West.

2.20 Existing Gross Floor Areas

There are no existing buildings and related gross floor areas within the lands contained in this Part B submission.

TABLE 3.1

JOHN QUAY SUB-AREA PLAN: PART B

OPEN SPACES AREAS 1

Parcel JQ-3
Publicly Accessible
Open Space Areas

TYPE	SQUARE METRES	ACRES
1. Parcel related	Approx. 805	.2
2. Official Plan "Major Open Space"	Approx. 490	.12
3. Queens Quay West sidewalks, boulevards	Approx. 2,130	.53
4. TOTAL: Part B Open Space	Approx. 3,425	.85

Notes:

1. All of the figures are approximate and/or estimates. Absolute quantities of open space will be available at the time of required City approvals.

TABLE 3.2

JOHN QUAY SUB-AREA PLAN: PART B

PROPOSED USES AND GROSS FLOOR AREAS

MIXED USE AREA B - JOHN QUAY

Permitted Under Zoning By-Law 569-80

	MAXIMUM RESIDENTIAL GFA (m2)	MAXIMUM NON RESIDENTIAL GFA (m2)	-MAXIMUM COMBINED GFA (m2)	ADDITIONAL GFA FOR COMMUNITY SERVICES AND FACILITIES (m2)
Area C	67,766	48,758	86,642	2,153
Area C1(1)	7,328	5,273	8,936	233
TOTAL	75,094	54,031	94,578	2,376

PROPOSED FOR THE JOHN QUAY SUB-AREA PLAN - PART B

	MAXIMUM RESIDENTIAL GFA (m2)	MAXIMUM NON-RESIDENTIAL GFA (m2)	MAXIMUM COMBINED GFA (m2)	ADDITIONAL GFA FOR COMMUNITY SERVICES AND FACILITIES (m2)
Parcel: JQ-3 2				
Building 1	14,806 (+-15%)	345 (+-15%)	15,151 (+-15%)	0
2	23,221 (+-15%)	1,360 (+-15%)	24,591 (+-15%)	0-600(2)
3	22,832 (+-15%)	795 (+-15%)	23,627 (+-15%)	0-600
Total	60,859	2,500	63,359	0-600

ALLOCATED TO BALANCE OF MIXED USE AREA B

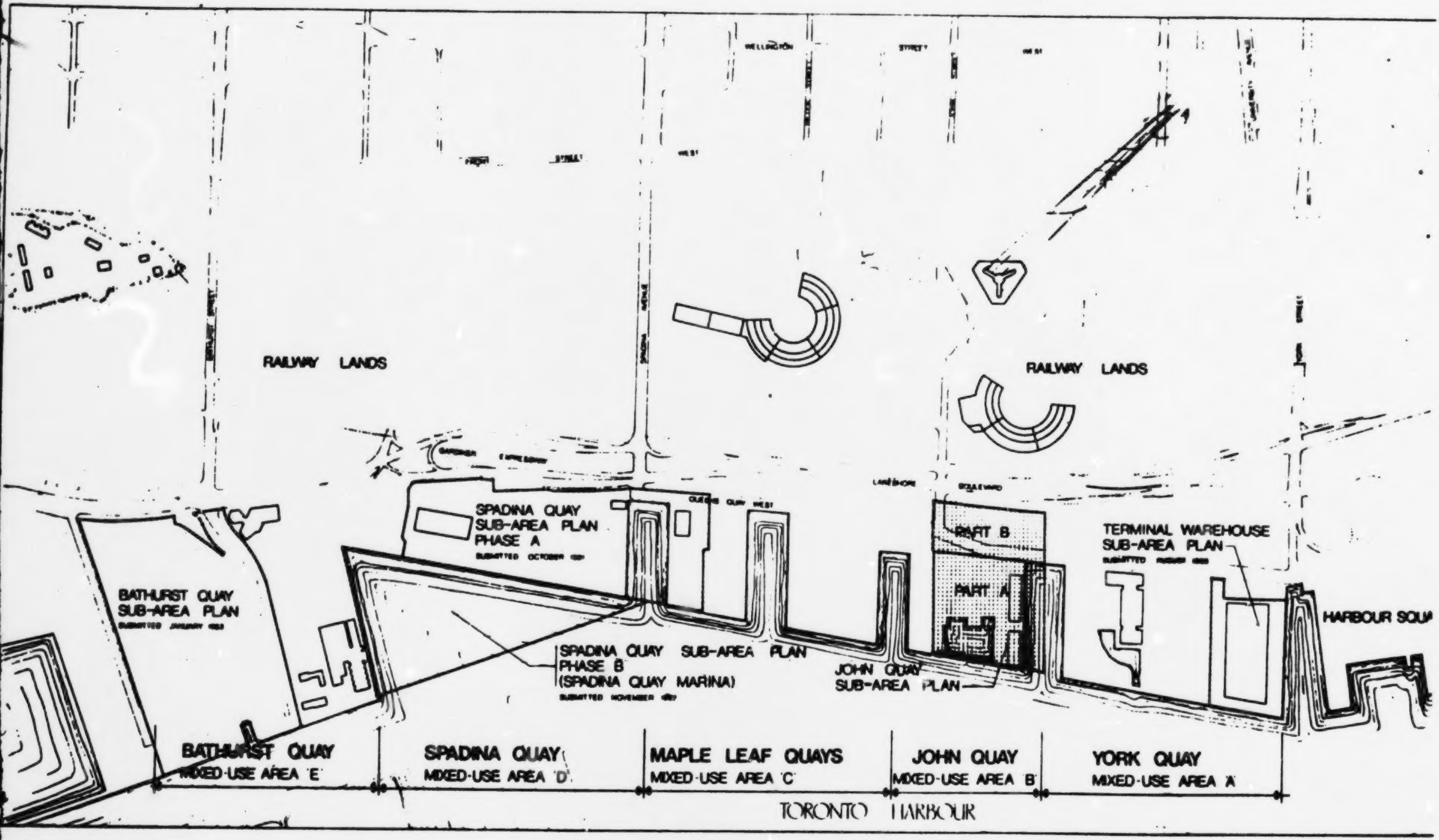
	MAXIMUM RESIDENTIAL GFA (m2)	MAXIMUM NON-RESIDENTIAL GFA (m2)	MAXIMUM COMBINED GFA (m2)	ADDITIONAL GFA FOR COMMUNITY SERVICES AND FACILITIES (m2)
Parcel				
JQ-1	12,092	12,895	24,987	-
JQ-2 (Pier 4)	-	3,232	3,232	-
JQ-4 (Metro Police Basin)	-	-	-	1,115
Rees St. Park	-			0-1,261
TOTAL	12,092	16,127	28,219	1,115-2,376
GRAND TOTAL	72,951	18,627	91,578	2,376

TABLE 3.2

NOTES:

1. The gross floor area for the Cl lands is included in the total gross floor area since Harbourfront has now acquired these lands.

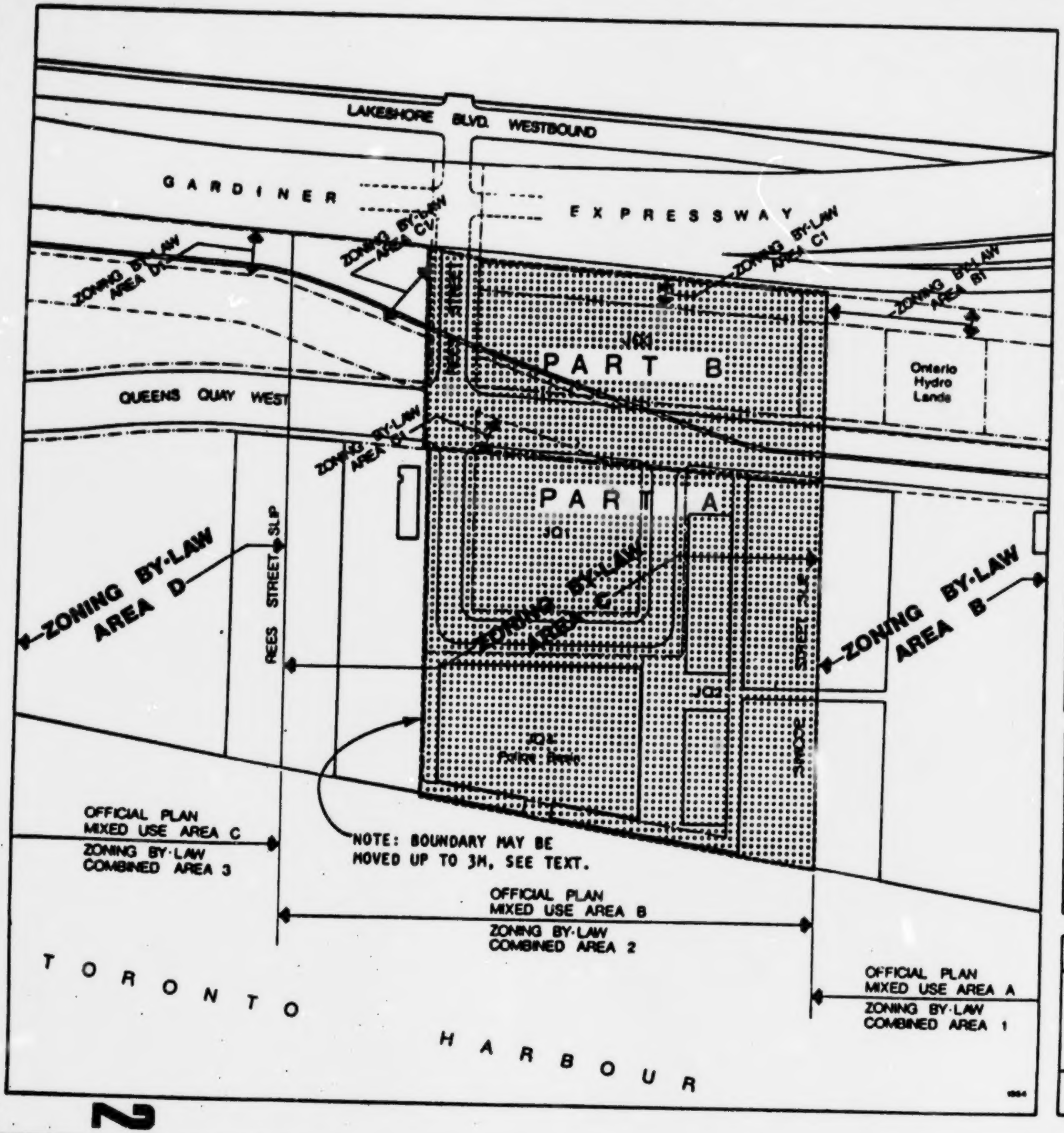
2. The bonus gross floor area permits the future development of community services and facilities on Parcel JQ-3. The bonus not used on Parcel JQ-3 is proposed transferrable to the "Major Open Space" area along the Rees Street Slip. This transfer will only be permitted if also approved in a sub-area plan for the "Major Open Space".


WELLINGTON STREET WEST
FRONT STREET WEST
BATHURST STREET
SPADINA AVENUE
GARDINER EXPRESSWAY
QUEENS QUAY WEST
LAKESHORE BOULEVARD
RAILWAY LANDS
RAILWAY LANDS
SPADINA QUAY SUB-AREA PLAN PHASE A
BATHURST QUAY SUB-AREA PLAN
SPADINA QUAY SUB-AREA PLAN PHASE B (SPADINA QUAY MARINA)
PART B
PART A
JOHN QUAY SUB-AREA PLAN
TERMINAL WAREHOUSE SUB-AREA PLAN
HARBOUR SQU
BATHURST QUAY MIXED-USE AREA 'E'
SPADINA QUAY MIXED-USE AREA 'D'
MAPLE LEAF QUAYS MIXED-USE AREA 'C'
JOHN QUAY MIXED-USE AREA 'B'
YORK QUAY MIXED-USE AREA 'A'
TORONTO HARBOUR

4.1 CONTEXT

JOHN QUAY - PART B

520/04C


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
QUEENS QUAY WEST
ZONING BY-LAW AREA D1
ZONING BY-LAW AREA CV
ZONING BY-LAW AREA C1
ZONING BY-LAW AREA B1
ZONING BY-LAW AREA D1
PART B
PART A
JQ1
JQ2
JQ3
Police Basin
Ontario Hydro Lands
REES STREET SLIP
SIMCOE STREET SLIP
ZONING BY-LAW AREA D
ZONING BY-LAW AREA C
ZONING BY-LAW AREA B
NOTE: BOUNDARY MAY BE MOVED UP TO 3M, SEE TEXT.
OFFICIAL PLAN MIXED USE AREA C
ZONING BY-LAW COMBINED AREA 3
OFFICIAL PLAN MIXED USE AREA B
ZONING BY-LAW COMBINED AREA 2
OFFICIAL PLAN MIXED USE AREA A
ZONING BY-LAW COMBINED AREA 1
TORONTO HARBOUR
LANDS INCLUDED IN SUB-AREA PLAN

▨ LANDS INCLUDED IN SUB-AREA PLAN

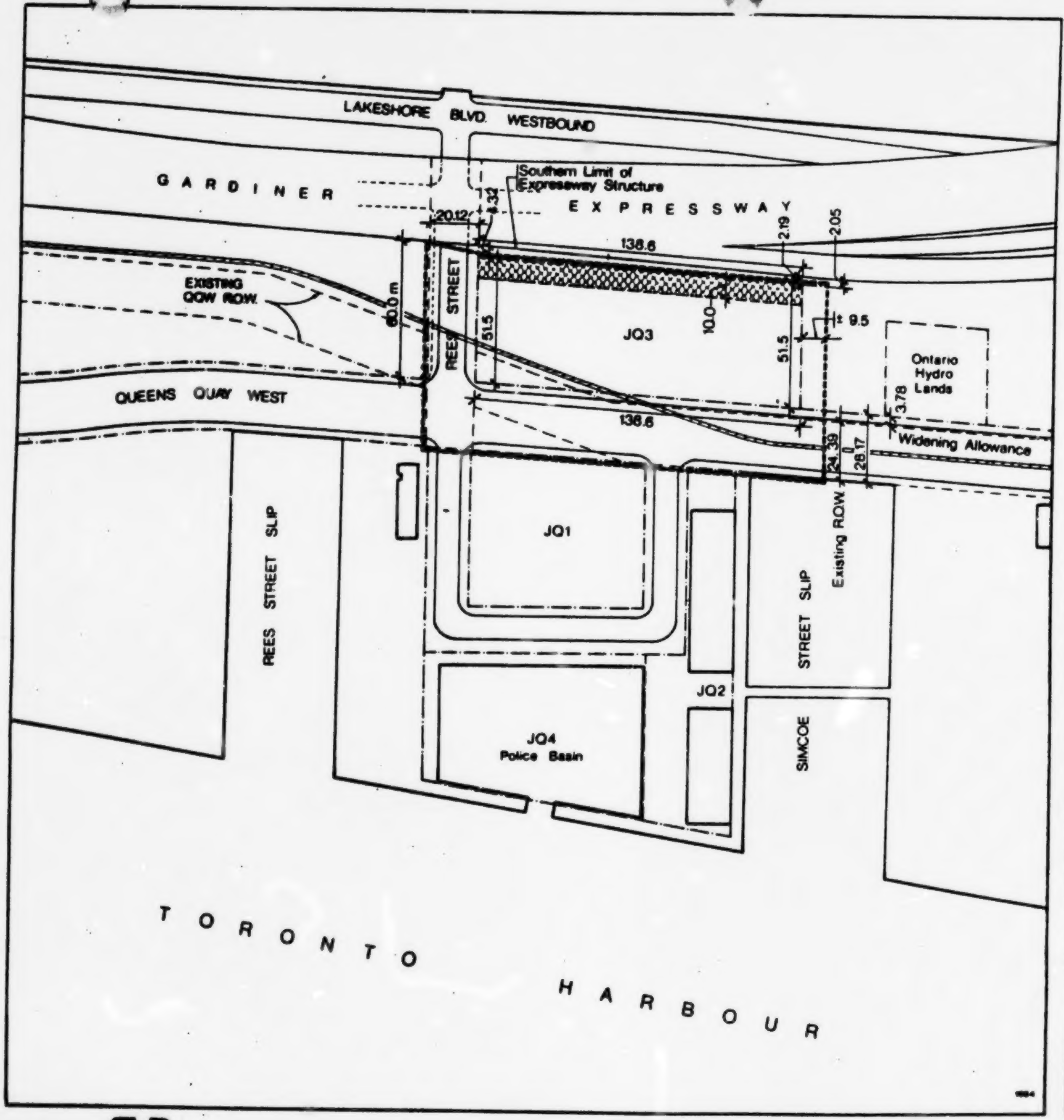
Harbourfront

4.2 SUB-AREA BOUNDARIES

JOHN QUAY

520/04047

2


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
Southern Limit of Expressway Structure
20.12
4.32
138.6
2.19
2.05
EXISTING QQW ROW.
60.0 m
REES STREET
51.5
JQ3
10.0
± 9.5
Ontario Hydro Lands
3.78
QUEENS QUAY WEST
138.6
Widening Allowance
24.39
0
28.17
Existing ROW.
REES STREET SLIP
JQ1
STREET SLIP
JQ2
JQ4
Police Basin
SIMCOE
TORONTO HARBOUR

NOTE: Dimensions are approximate and will be confirmed by survey.

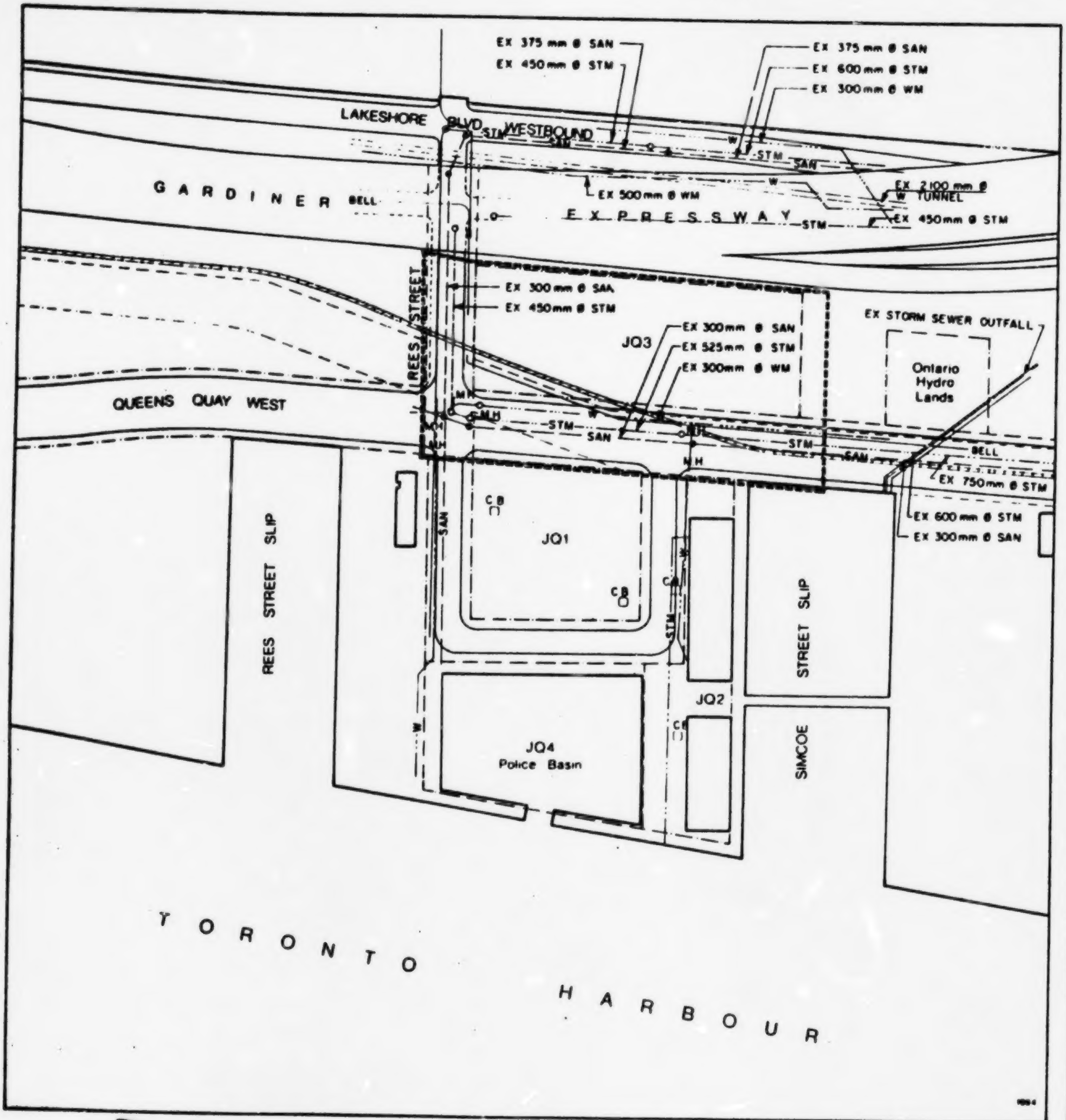
▨ ALLOWANCE FOR FUTURE EXPRESSWAY EXIT RAMP

— PART B SUB-AREA BOUNDARIES

4.3	PARCELS & DIMENSIONS

JOHN QUAY - PART B

520/04047


EX 375 mm Ø SAN
EX 450 mm Ø STM
EX 375 mm Ø SAN
EX 600 mm Ø STM
EX 300 mm Ø WM
LAKESHORE BLVD WESTBOUND
STM
SAN
W
GARDINER
BELL
EXPRESSWAY
EX 500 mm Ø WM
EX 2100 mm Ø W TUNNEL
EX 450 mm Ø STM
EX 300 mm Ø SAN
EX 450 mm Ø STM
REES STREET
JQ3
EX 300mm Ø SAN
EX 525mm Ø STM
EX 300mm Ø WM
EX STORM SEWER OUTFALL
Ontario Hydro Lands
QUEENS QUAY WEST
MH
BELL
EX 750mm Ø STM
EX 600 mm Ø STM
EX 300 mm Ø SAN
C.B
JQ1
REES STREET SLIP
STREET SLIP
JQ2
SIMCOE
JQ4
Police Basin
TORONTO HARBOUR

— SAN — —	EXISTING SANITARY SEWER
---STM---·—	EXISTING STORM SEWER
---W---·—	EXISTING WATERMAIN
— —	BELL CABLES
—■—	BELL MANHOLE
C.B	CATCH BASIN

NOTE

PCL JQ3 : STORM AND SANITARY SERVICES:
(i) JQ3 EAST TO QUEENS QUAY WEST
(ii) JQ3 WEST TO REES STREET

2 WATER SERVICES TO JQ1 AND JQ3 FROM QUEENS QUAY WEST

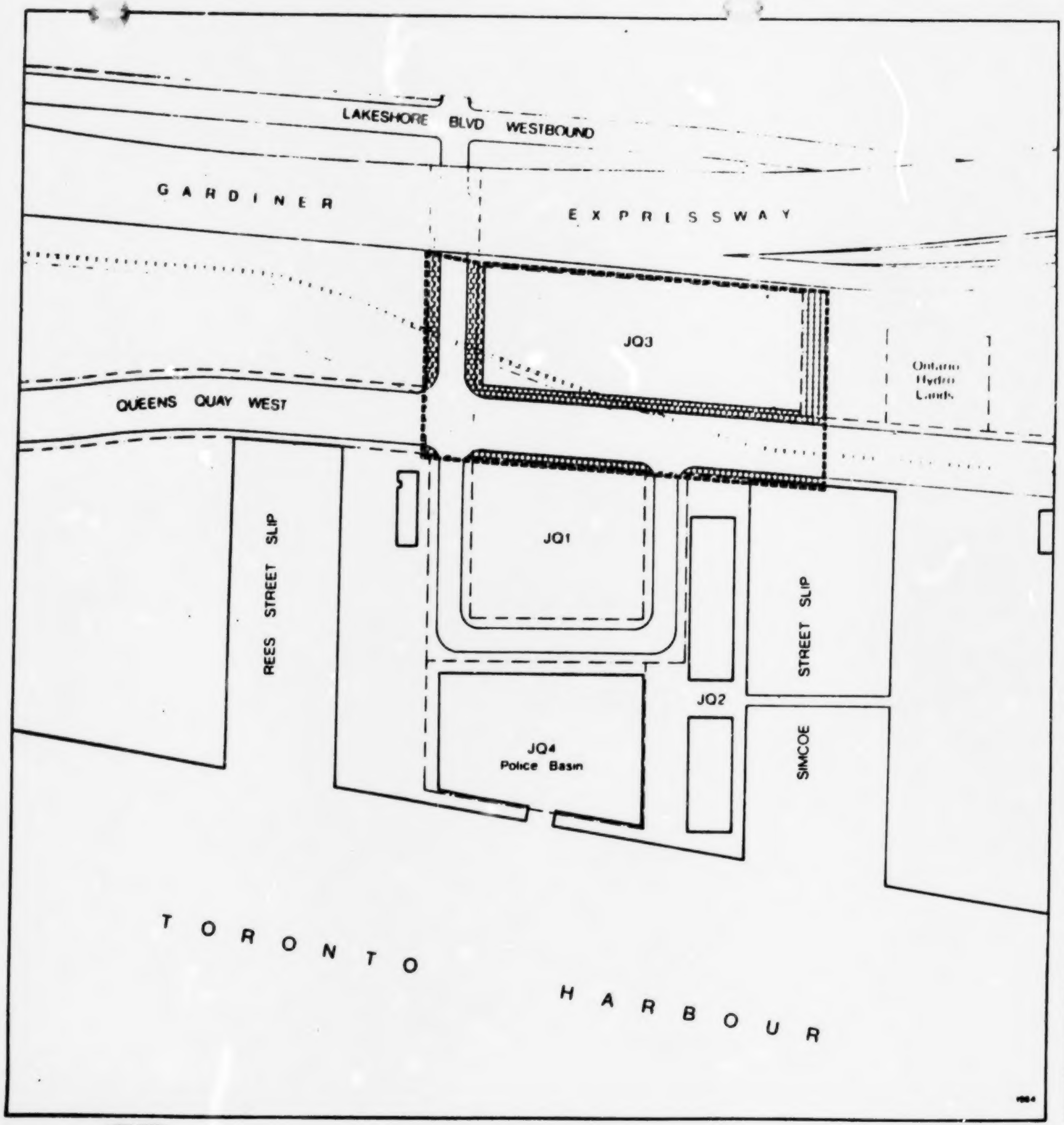
APD ALBERY, PULLERITS, DICKSON AND ASSOCIATES
APRIL, 1984 AS NOTED 814-01

4.4 MUNICIPAL SERVICES

JOHN QUAY - PART B

4

520/04047


LAKESHORE BLVD WESTBOUND
GARDINER
EXPRESSWAY
QUEENS QUAY WEST
JQ3
Ontario Hydro Lands
JQ1
JQ2
JQ4
Police Basin
REES STREET SLIP
STREET SLIP
SIMCOE
TORONTO
HARBOUR

▩ OTHER OPEN SPACE AREAS

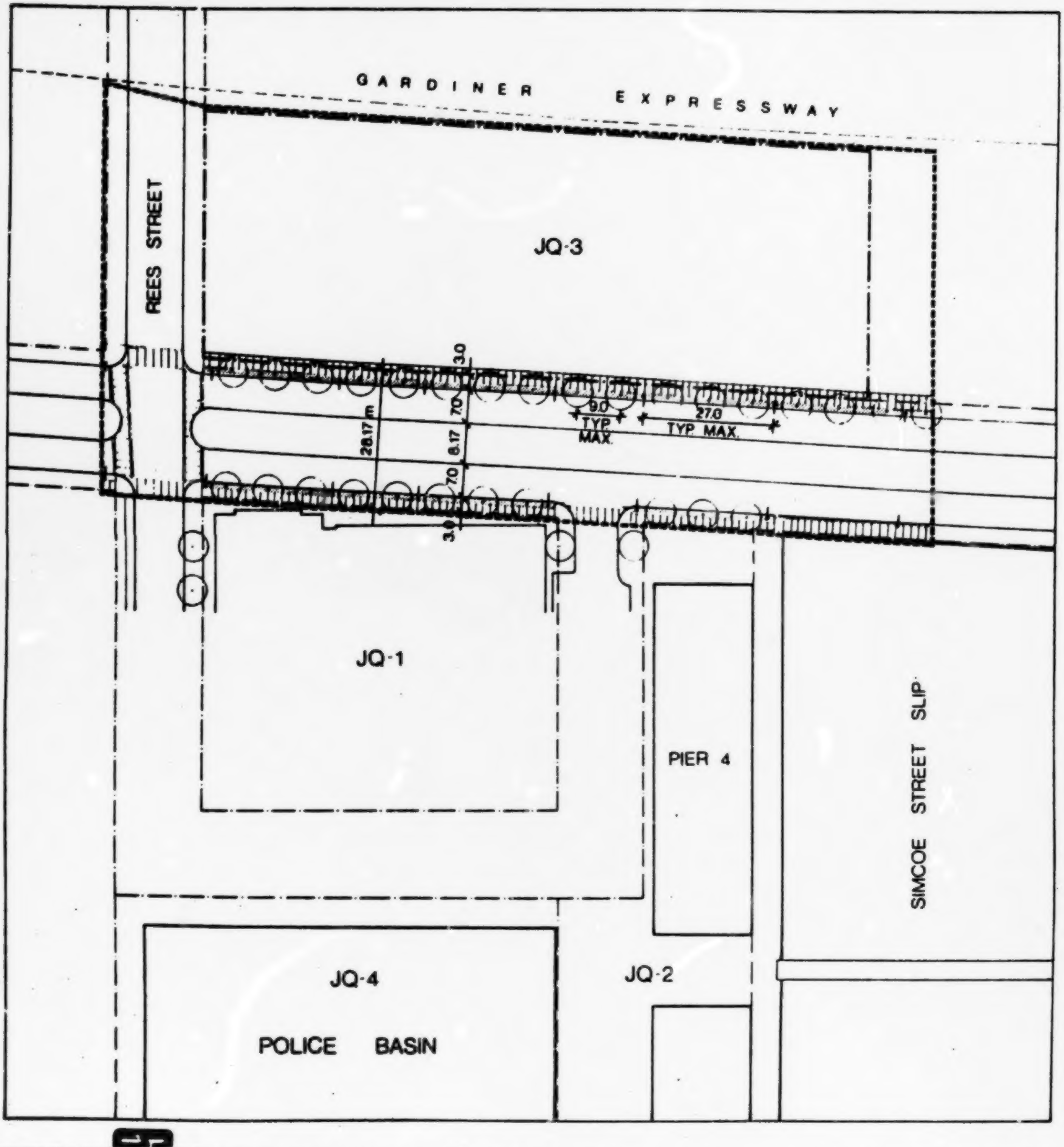
▥ OFFICIAL PLAN
MAJOR OPEN SPACE

Harbourfront

4.5 OPEN SPACE LOCATION

JOHN QUAY - PART B

520/04047


GARDINER EXPRESSWAY
REES STREET
JQ-3
JQ-1
JQ-2
JQ-4
POLICE BASIN
PIER 4
SIMCOE STREET SLIP
3.0
7.0
8.17
7.0
3.0
28.17 m
9.0 TYP MAX.
27.0 TYP MAX.

○ STREET TREE

I LIGHTING STANDARD

▭ FEATURE STRIP

▥ CONCRETE SIDEWALK/CROSSWALK

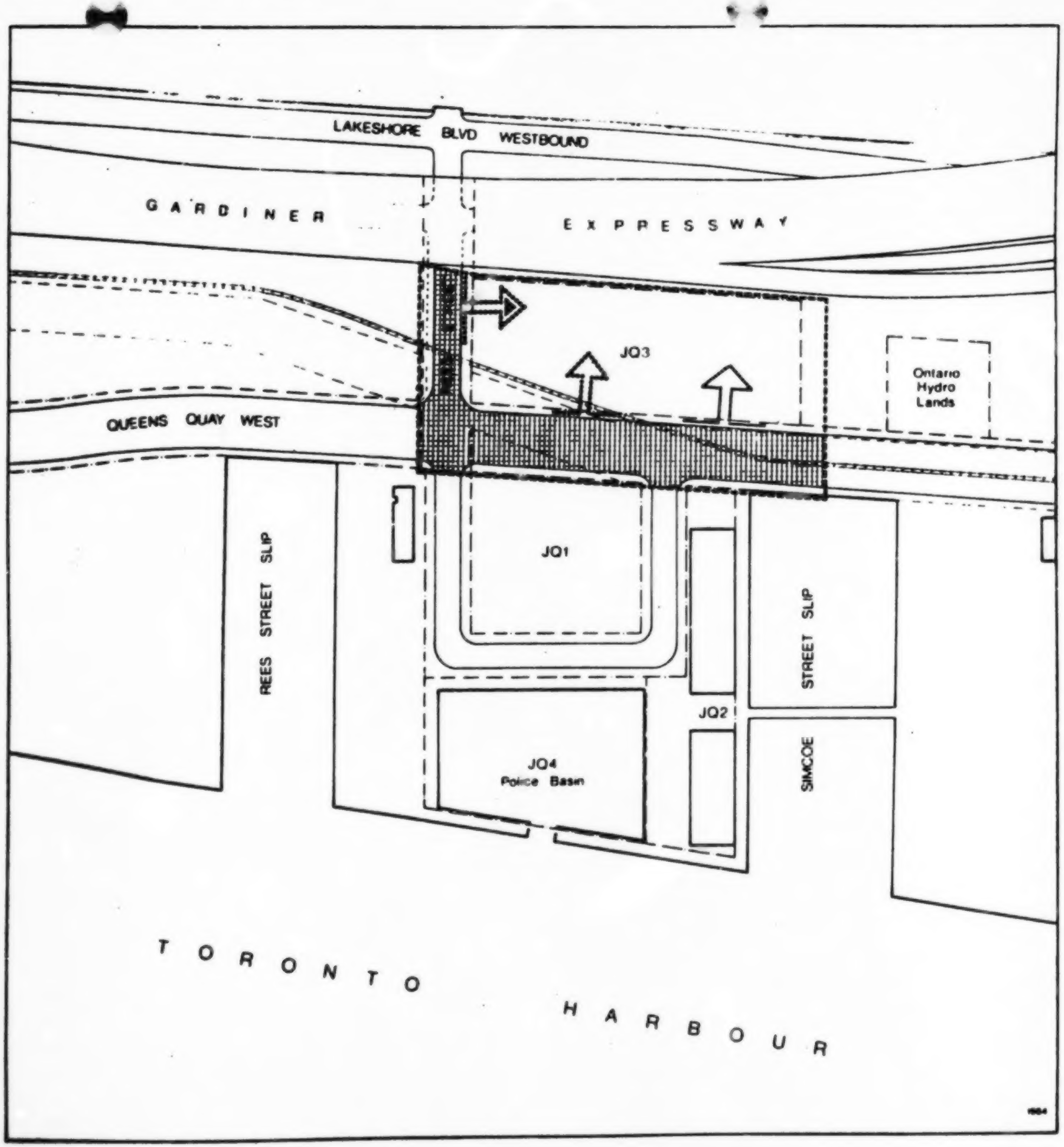
BAIRD / SAMPSON ASSOCIATES

Harbourfront

4.6 QUEENS QUAY WEST
LANDSCAPE CONCEPT PLAN

JOHN QUAY - PART B.

520/04047


LAKESHORE BLVD WESTBOUND
GARDINER
EXPRESSWAY
QUEENS QUAY WEST
JQ3
Ontario Hydro Lands
JQ1
JQ2
JQ4 Police Basin
REES STREET SLIP
STREET SLIP
SIMCOE
TORONTO
HARBOUR
STREET
PROPOSED PARKING/SERVICE ACCESS & EGRESS LOCATION
PREFERRED ADDITIONAL PARKING/ SERVICE ACCESS & EGRESS LOC'N
ALTERNATE PARKING/SERVICE ACCESS & EGRESS LOCATION

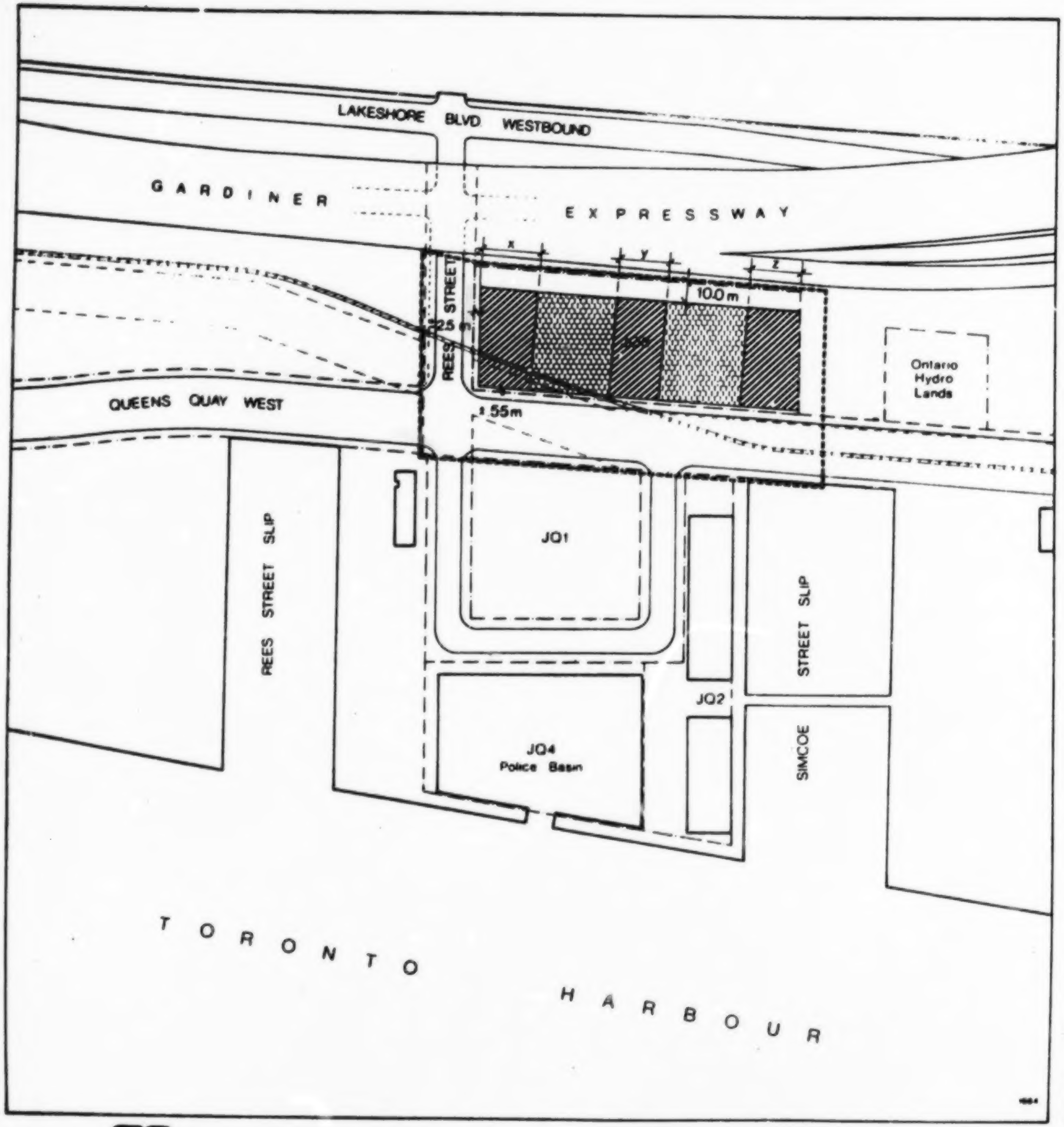
Harbourfront

4.7 PARKING/VEHICULAR ACCESS

JOHN QUAY - PART B

520/04047

7


LAKESHORE BLVD WESTBOUND
GARDINER
EXPRESSWAY
x
y
z
10.0 m
REES STREET
25 m
±55m
QUEENS QUAY WEST
Ontario Hydro Lands
REES STREET SLIP
JQ1
JQ2
JQ4
Police Basin
STREET SLIP
SIMCOE
TORONTO
HARBOUR

▨ UP TO 25 METRES

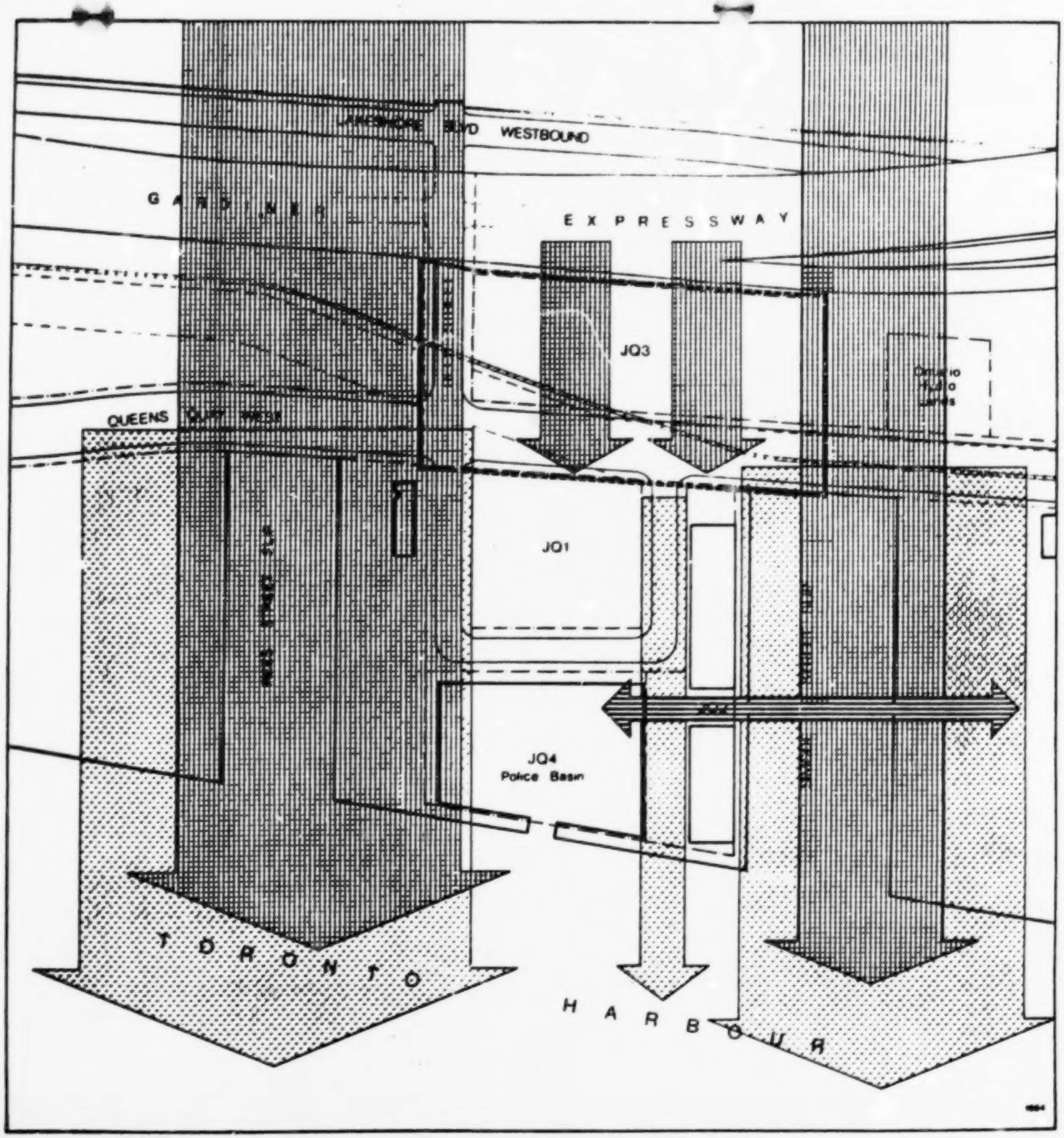
▨ OVER 25 METRES
$x + y + z \le 64$ METRES

Harbourfront

4.9 BUILDING ENVELOPES

JOHN QUAY - PART B.

520/04047


LAKESHORE BLVD WESTBOUND
GARDINER EXPRESSWAY
QUEENS QUAY WEST
JQ3
JQ1
JQ4
Police Basin
Ontario Hydro Lands
TORONTO HARBOUR

▨ HIGH LEVEL VIEW CORRIDOR

▨ LOW LEVEL VIEW CORRIDOR

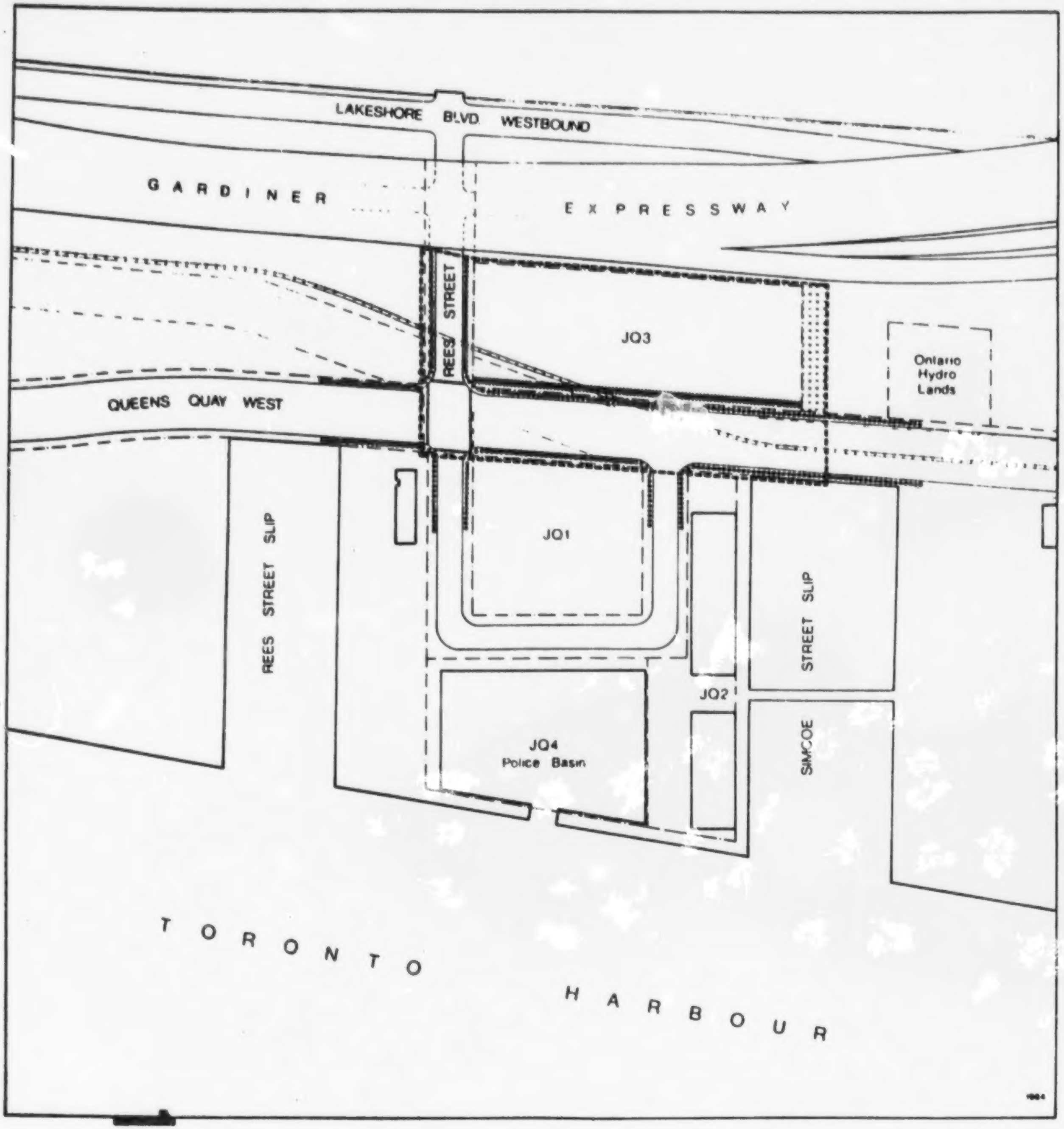
▨ PEDESTRIAN LEVEL VIEW CORRIDOR

Harbourfront

4.10 VIEWS & VISTAS

JOHN QUAY - PART B

520/04047


LAKESHORE BLVD. WESTBOUND
GARDINER EXPRESSWAY
REES STREET
QUEENS QUAY WEST
JQ3
Ontario Hydro Lands
JQ1
JQ2
JQ4 Police Basin
REES STREET SLIP
SIMCOE STREET SLIP
TORONTO HARBOUR
1984

▨ PEDESTRIAN ZONE OF OFFICIAL PLAN MAJOR OPEN SPACE

┅ SIDEWALKS

▬ ARCADE

— PEDESTRIAN CROSSINGS

Harbourfront

4.11 PEDESTRIAN CIRCULATION

JOHN QUAY - PART B

520/04047

Appendix B

Responses received from the Circulation of the John Quay Sub-Area Plan - Part B

1. Letter from the Assistant Deputy City Solicitor, City Legal Department dated July 26, 1984.

"This is in connection with your letter of July 18, 1984.

As with previous submissions respecting sub-area plans, it will be necessary for your to conduct a detailed comparision between the requirements of the Harbourfront by-law and master agreement and the contents of Harbourfront's current submissions to determine compliance with the by-law and agreement. Should you wish to discuss particular aspects of such complicance, please contact Mr. P. C. Harris."

2. Letter from F. Gerald Ridge, Director of Capital Programming and Research, The Metropolitan Separate School Board dated August 1, 1984.

"This will acknowledge receipt of your letter of July 18, 1984, enclosing the above plan.

I have forwarded your request for comments to the Toronto Board of Education who will reply to you officially."

3. Letter from A. H. Savage, Chief General Manager, the Toronto Transit Commission dated August 8, 1984.

Thank you for your letter of July 18, 1984, requesting my comments on the Harbourfront Corporation's proposed "Sub-Area Plan for John Quay: Part B". The comments that follow should be taken in conjunction with those contained in my earlier letter of July 18, 1984, in which I reviewed the other half, or Part A, of the proposed John Quay Plan.

The Part B Plan provides for a 3.78 metre widening on the north side of Queens Quay West through the John Quay area (see particularly page 6 and Plans 4.3 and 4.6). Such a widening increases the right-of-way of this section of Queens Quay West to 28.17 metres which is sufficient to accommodate an LRT Service with a side-pole configuration only. Drawing No. 0156-F-722 in the TTC's report entitled, "Central Waterfront Area Transit Plan - Proposed Harbourfront LRT" (February, 1984), presents the agreed upon cross-sectional design for this type of LRT service and the Harbourfront Corporation's proposals are substantially in conformance with this design.

In this regard, Harbourfront's Part B Plan provides the additional detail promised in the Part A Plan and satisfies the Commission's principal concerns regarding the accommodation of the proposed Harbourfront LRT line.

My Engineering Department will be contacting you shortly to discuss a number of the design details regarding the Harbourfront LRT proposal and, subsequently, it may be appropriate to extend these discussions to include Harbourfront officials to ensure that we are all proceeding along a commonly agreed to course. I am encouraged by the level of agreement achieved to date, and I trust that we can carry this through to the completion of the LRT project.

I appreciate having had the opportunity to comment on the Harbourfront Corporation's proposed plans for the John Quay area."

4. Letter from the General Manager, Toronto Harbour Commissioners, (dated August 13, 1984).

"Further to your letter of July 18, 1984, we have reviewed the John Quay Sub-Area Plan - Part B and wish to advise that our only comment is to the seam effect as that requested on Part A, namely, that Council's approval be made conditional upon negotiations being successfully concluded to everybody's satisfaction for the removal of the existing rail trackage."

5. Letter from D. B. Mitchell, Director of Planning, Toronto Railway Lands, Marathon Realty (dated August 24, 1984).

"Further to my letter of August 1st, 1984, and our subsequent discussion with Mary Neumann, we have now reviewed Parts A and B of the Sub-Area Plan for John Quay and have several comments to make. Some of our comments contain references to the Marathon/CN agreement with the Harbourfront Corportaion that contains a number of stipulations affecting this area.

Major Open Space

The plan does not take in all of the Major Open Space within John Quay, as designated in the Official Plan. We appreciate the argument that it may be better to prepare detailed plans for the entire park around Rees Street Strip at one time and that the appropriate occasion may be the future sub-area plan for Maple Leaf Quay East. However, we suggest that the John Quay Sub-Area Plan should clearly designate the use of the entire Major Open Space area as such at this time and that the uses permitted in this area should be explicitly stated.

The provisions of Section 4.4 of the Harbourfront Official Plan apply, including the structure that the permitted buildings and uses should not detract from the essential park like character of the Major Open Space, and are similar to provisions in the Agreement entered into by Harbourfront Corporation, CN and Marathon. Incidentally, we doubt whether it is necessary, or appropriate, to show detailed park design in a Sub-Area Plan, but the designated use and applicable provisions should be clear.

Another concern is that the Police Basin is part of the Major Open Space but is treated like a development site in Part A (map 4.7 and 4.9 and text). We submit that the rules for the Major Open Space apply. We believe that they would permit retention and even rebuilding of the police facilities provided this was done in a fashion consistent with the Official Plan, but there should be no suggestion that buildings up to 25 metres in height wouldl be contemplated, other than the observation tower. The 25 metre height limitation south of Queens Quay applies to all development sites, and presumably includes structures built in the park, but the Major Open Space is not a development area.

It should also be noted that boundaries of the Major Open Space shown on Maps 4.5 of Parts A and B do not correspond to Map C of the Harbourfront Official Plan. Rees Street is entirely within the Major Open Space and the boundary north of the Police Basin would fall within the proposed roadway.

Views

The approach taken in the Plan appears to be consistent with the principles previously developed for the Official Plan and Zoning By-law. However, there is an additional undertaking in the Agreement between Harbourfront, CN and Marathon that buildings will be designed and sited to minimize their profiles and maximize views of Toronto Bay from the Railway Lands. We would suggest that podium buildings be about the height of the Gardiner Expressway and that only one or two, rather than three, towers rise above it. The height of these towers does not concern us but the provision of views from various angles does.

The height and spacing of buildings around the Police Basin would also be of concern. These should be kept low and spaced so as to open up views of the Basin, and the Bay, from all angles.

Northern Perimeter

It should be noted that the norther edge of the Quay flanks the Gardiner Expressway and Lakeshore Bolevard West, besides being opposite an important section of the Railway Lands. It is part of the approach to the City Centre and many thousands of people pass by every day. It should be designed and built to be attractive and to enhance the route it flanks. Unfortunately, Part B puts all the design emphasis on Queens Quay and seems to suggest that the northern perimeter could be treated as a rear end which could be unsightly. The Agreement between Harbourfront and CN and Marathon provides for the design of all development proposals to be reviewed by us before decisions are made, but it seems logical that the Plan should also reflect a concern with the appearance of the highly visible northern perimeter as a matter of civic design.

Pedestrian Crossings

Since it is intended that the Major Open Space will be the southern end of an open space system extending up to Front Street West, it seems logical that there be provision for a footbridge crossing over Lakeshore Bolevard West. In addition, to encourage pedestrian movement across the Railway Lands and down to Harbourfront, there should be another footbridge in the vicinity of Simcoe Street.

Roads

We note that provision has been made for the possibility of a new ramp from the Gardiner Expressway and would suggest that there also be a provision for the treatment of this land if the ramp is not built. It might well be used to enhance the appearance of that facade alongside the highway.

The question of Rees Street between Lakeshore and Queens Quay was considered at length at the time the Harbourfront Official Plan and Zoning By-law were being determined. Discussions involved City and Metro officials, as well as representatives of CN and Marathon. The agreement provides that Harbourfront, CN and Marathon will seek to have vehicular access from Lakeshore to Queens Quay at Rees. Should such access be required by governments, they will seek to have it south-bound only and to have no cross-over traffic between the Railway Lands and Harbourfront. These restrictions were arrived at because of the importance of access to Lakeshore Boulevard from the Railway Lands at Rees Street (John Street) and we would prefer that Rees Street not be shown on the John Quay Plan at all. If some government is requiring that it be opened, we would expect to be consulted before any decision is made.

Rail Lines and Yard

We note that the Plan is based on the presumption that the present tracks will be removed. We would suggest that it be recognized that so long as they remain, the development of the Quay can proceed in some degree.

Admiral Hotel

The provisions in the plan appear to be satisfactory. However, we would like advise that the Agreement between Harbourfront, CN and Marathon calls for development proposals and development agreements to be submitted to us for comment and possible modification. This should be recognized.

I trust that the above comments will help uou in your consideration of the Sub-Area Plan for John Quay. We look forward to hearing from you and are prepared to elaborate on the implementation of our comments should you desire.

Incidentally, because of the existence of the Agreement between Harbourfront Corporation, CN and Marathon, it might be advantageous to have our assurance that the provisions of the Agreement had been taken care of before considering other Sub-Area Plans, particularly for the John and Maple Leaf Quays."

6. Report from Commissioner of Public Works (dated August 27, 1984).

"Comments:

The proposed Sub-area comprises the lands in Harbourfront between the Simcoe Street Slip and the west limit of Rees Street, north of the south limit of Queens Quay West and the proposed Queens Quay West Extension.

I note that the proposed Sub-area includes, at its western extremity, a small portion of the Queens Quay West Extension. I understand that the construction of this portion of the Queens Quay West Extension will be done in conjunction with the construction of the Queens Quay West Extension on the Maple Leaf Quays to the west and, therefore, no Servicing Agreement in respect of the John Quay Sub-area is proposed.

I have no requirements of the applicant in respect of the proposed Sub-area Plan other than that all development be required to comply with the following conditions:

1. All foundation drains and storm drainage from any below grade areas shall be pumped to the storm sewer system;
2. All sanitary drainage from areas below grade shall be pumped to the sanitary sewer system; and
3. Each building containing residential units shall provide for the compactor container method of garbage handling and disposal, including the provision and maintenance of a compactor unit in the garbage room in each building, space to store the garbage containers until collection day and a modified Type B loading space where collection will actually take place."

7. Letter from Directior of Education, City of Toronto Board of education (dated September 6, 1984).

"This letter is written in response to a request from the Planning and Development Department for the Board's comments on school adequacy in connection with approval to Part B of the Sub-Area Plan for John Quay, which is on the Harbourfront on a southerly extension of John Street.

The Board of Education, at its last meeting, decided to advise you that as far as the adequacy of school accommodation is concerned, the Board has no objection to the approval of Sub-Area Plan for John Quay, Part B."

8. Letter from P. P. Kole, Co-ordinator of Planning, Metropolitan Separate School Board (dated September 11, 1984).

"Please be advised that the Part B Plan will be reviewed by the Board at its meeting scheduled for October 19, 1984 after which you will be advised of the Board's position. An official response to the Part A Plan will be available after the regular meeting of the Board, which will be held September 20, 1984.

It is not anticipated that the Metropolitan Separate School Board will have any objections to the John Quay Sub-Area Plans.

If you have any questions or require further assistance, please contact the Planning Department."

9. Letter from R. J. Bower, Commissioner of Metropolitan Planning Department (dated September 19, 1984).

"As requested, we have examined the above proposal within the context of Metropolitan planning and development principles and policies and advise as follows.

With regard to the proposed 3.79 metre allowance adjacent to the northern boundary of the Queens Quay West right-of-way to accommodate the proposed L.R.T. in Sections 2.3 and 2.11 our comments on this matter in our letter dated August 19, 1984, on the proposed Sub-Area Plan for John Quay - Part A remain unchanged.

We note the comments in Sections 2.3 and 2.10 with regard to the opening of Rees Street. The Metro Roads and Traffic Department has indicated, however, that consideration should not be given to this opening until the relationship between the roads network of Harbourfront and the Railway Lands has been established and adopted.

The proposed 9 metre allowance along the northern edge of Parcel JQ3 to accommodate a possible Simcoe Street off-ramp from the Gardiner Expressway, indicated in Sections 2.3.1 and 2.12 is insufficient to satisfactorily accommodate the proposed ramp. An allowance of 10 metres is considered to be the minimum required to adequately accommodate the proposed ramp. We recommend, therefore, that Sections 2.3.1 and 2.12 and all relevant maps for the Sub-Area Plan be modified accordingly.

We note also that no provision is made for a setback from the proposed allowance along the northern edge of Parcel JQ3. In this regard, we have to advise that a 3 metre setback from the above mentioned allowance is required to accommodate the maintenance and construction needs of the proposed ramp structure."

10. Letter from D. M. Pirie, Chief Approvals and Planning Technical Support Section, Ministry of the Environment (dated September 26, 1984)

"In response to your letter to me dated July 18, 1984, the Ministry of the Environment has completed a review of the above-noted sub-area plan for this parcel of Harbourfront. Most of the comments and concerns we have regarding this document relate to the appendix containing the noise impact report (Appendix IV - Assessment of Noise Impact and Noise Control Strategy for J. Q - 3, S N C Incorporated, Consulting Engineers.) Therefore, subsequent paragraphs of this letter will deal with that appendix in detail. Under Section 2.17, Environmental Goals, reference is made to soil quality, but only in the context of suitability of the soil for the development of the uses proposed. As we have stated with reference to other proposed projects in the Harbourfront area, the Ministry of the Environment is concerned with the quality of excavated materials to be removed from these sites, and with the ultimate disposal of such excavated materials. In this regard, an agreement has been reached between the Ministry of the Environment, Environment Canada, and the Harbourfront Corporation, to ensure that materials to be excavated and removed will be sampled and analyzed for soil quality, in keeping with the Ministry's lakefill quality assurance program.

Under the topic Noise Impact Assessment it is recognized that Appendix IV is a Stage 1 assessment intended as an overview of the expected noise levels impacting on proposed uses on the site, and is intended to identify possible mitigation measures. In the environmental goal section it is concluded that the expected noise impact for the proposed development is considered typical of a high density urban environment. Discussions with our chief Acoustic Engineer however would leave me to believe that the site is anything but typical in terms of noise impact; in fact this is one of the noisiest sites that we have ever encountered. Extreme care and attention must be afforded all the technical details and procedures of noise control for this project to be satisfactory as a residential environment.

As an overall comment, we were somewhat disappointed to see the building form suggested as a response to the requirements of the sub-area plan. As you may be aware, our acoustics engineering staff have been involved in liaison with the City in the initial discussions of noise controls in the Harbourfront area and elsewhere in re-developing areas in the southern part of the City. Because it was recognized that residential and recreational development in Harbourfront would be subjected to a complex of noise sources, it was agreed that site planning techniques should be utilized to incorporate structures themselves as sound barriers to protect the residential uses within them, and the waterfront activities beyond, from excess noise impact. This principle was incorporated in the waterfront noise study report. The subject proposal has very little in its design to reflect this design principle. Although I recognize that there are a number of conflicting objectives to meet, the severity of the noise impact would suggest that consideration of a barrier building concept would have been appropriate in this situation.

The following are comments on the details of Appendix IV. I trust these will be of some assistance in preparing the detailed Stage 2 assessment of the noise environment.

1. The acoustical consultants indicate that the measured and projected sound levels at the north end of the site could be up to Leq 80 dBA. It is our opinion that the sound levels could be even higher because of possible future increases in traffic volumes on the expressway, and the natural increase in sound levels with height.

2. The acoustical performance of glass (sound transmission loss) is also a function of the sound incident angles. Therefore, it is expected that the glass performance at the elevated floors would be inferior to that of lower floor levels by up to 5dBA, since the angle of incidence would be nearly tangent to the exterior surface of the glass. This would have implications on the type of glass chosen.

3. It is not clear from the report whether balconies will be enclosed totally, partially, or fully open. However, we have determined from conversations with staff of Harbourfront that there will be no exposed balconies in the project. The noise impact is such, even on the east and west of the building, that Provincial noise level objectives could not be met without totally enclosing all balconies.

The consultant recommended the use of double or triple glazing, and the use of non-openable windows. We would strongly suggest that non-openable windows be specified, where possible, because of their superior acoustic performance. If it is decided that windows should be openable, high quality windows and framing, well weatherproofed and airtight, is an alternative. Such glass must have specified "infiltration rating" in order to guarantee performance. What is more important is to select glazing based on the required interior sound level standards and to select the correct spacing between the two panes of glass as well as the thickness of the glass pane.

We are concerned that little effort has been made to shield the outdoor recreational areas at the podium level from the high noise impact. The consultant identified the potential for using some form of sound barrier wall to protect the tennis court and other outdoor recreational areas, in addition to the grade differential created by the height of the podium relative to the grade of the expressway. The architect's drawings, on the other hand, do not make provision for such a barrier. In order to meet the intent of the provincial Freeway Noise Policy, this area must be protected from such excessive sound levels to the greatest extent technically or economically feasible. Therfore, we would insist that the proponents be required to seriously investigate the re-design of this space in order to make it substantially quieter.

A copy of this letter is being provided to staff of the Harbourfront Corporation, in order to confirm discussions held on the sub-area plan on September 21, 1984."

APPENDIX C

Letter from Mr. Frank Mills, Director of Planning, Harbourfront Corporation (dated September 19, 1984).

"Thank you for sending directly to us comments raised as a result of the circulation of this plan. I would now like to respond to these comments and propose certain changes to the plan as a result of further parcel related planning and design which has occurred since the time of its submission. I would also like to confirm my understanding of how you intend to proceed with your report on this plan in the absence of overdue comments from Metro Planning and the Ministry of the Environment (MOE).

1. Comments from Others

(a) Toronto Harbour Commission

We note that this agency does not have any comments on the Part B Plan which are of a planning or development nature. As in the case of the Part A Plan, we do not believe it appropriate that the approval of this plan be conditional on the negotiations for the rail removal being successfully concluded to everyone's satisfaction. This is essentially a site preparation issue since Harbourfront is now the owner of the lands. Further, given the location of the railway lines, the development of the site cannot occur until the tracks are removed. In any event, the negotiations for this removal are essentially complete and have been resolved to the satisfaction of all parties. What remains is the completion of the final implementation agreement, which is proceeding expeditiously.

We understand that your recommendations on this plan, as in the plan before it will not make this comment from THC a condition of approval.

(b) Toronto Transit Commission (TTC)

We note TTC's satisfaction with the plan.

(c) Department of Public Works

We note this department's comments and foresee no problem in conforming with the three conditions set out.

(d) Marathon Realty Co. Ltd.

We note that the plan was sent to Marathon/CN for information and are somewhat surprised at the extend of their comments. Nevertheless, our response to the items they raise pertinent to this plan are as follows:

(i) The "Major Open Space" along Rees Street Slip will be part of a future sub-area submission which we assume will be sent to Marathon/CN for comment at that time. Until then, the Official Plan designation should adequately protect the site.

(ii) Views

The massing of the permitted density on John Quay has been arranged with the intent of maximizing high level views along the corridors established in the Master Agreement. We suggest that the Parcel JQ-3 building design successfully meets this objective, ie., the Rees Street and Simcoe Street corridors are expected and the height flexibility zone existing for John Quay North has been complied with. This results in the creation of four high level water view corridors within or adjacent to Parcel JQ-3.

(iii) Northern Perimeter

We note this agency's concern that the northern perimeter of the building be appropriately addressed. As in all other Harbourfront developments to date, the north facing portion of this developemnt will also be given serious consideration. At grade, of course, more effort will be placed into animating the Queens Quay West frontage than that side facing to the north where no or few pedestrians are expected.

(iv) Pedestrian Crossings

We are pleased to support Marathon's consideration of the development of pedestrian crossings, including foot bridges, in the vicinity of Simcoe and John Streets so that pedestrians are encouraged to travel from the Railway Lands down to Harbourfront.

(v) Roads

Although the long term plan for Rees Street has focused on southbound movement only, Harbourfront proposes in the interim, ie., prior to the redevelopment of the substantial plan to the north of Harbourfront, that Rees Street be opened south of Lakehshore only and with 2-way movements. This would greatly improve access to and from the waterfront during that time prior to the Railway Lands actually being developed.

(e) Metro Toronto School Board/Toronto Board of Education

We understand that both boards have now submitted their comments and that neither have objections to the plan.

I would like to propose that the following changes be incorporated into the plan:

(i) As a result of discussions with representatives from your Department and the Metro Planning Departments we have conducted investigations into the ramp reserve north of the developable area of Parcel JQ-3. We find that, at maximum, a full 10 metres can be allocated south of Harbourfront/Metro property line. This will yield approximately 12.05 - 14.32 metres between the Expressway structure and Harbourpoint. In order to achieve this full 19 metre dimension the developable area has been compromised to its irreducible minimum. Further, it is necessary to narrow the building setback along the Queens Quay West frontage to .55 metres rather than 1.4 metres as originally contemplated. However, together with the approximate 3.5 metre arcade, we belive there will be generous pedestrian areas along the north side of Queens Quay West.

Also, it should be noted that in the most recent discussions with the TTC concerning their LRT requirements it will likely be possible to recapture the difference (.85 metres) within the widened Queens Quay right-of-way.

Plans 4.3 and 4.9 have been modified and enclosed with the other sub-area drawings.

(ii) Since the time of submission of the plan, it has been determined that three continuouc levels of podium parking on top of one level of ground floor retail will be developed.

Reference to 2-3 stories of parking can be deleted from the plan. We will, of course, continue to propose that all of relevant parking provisions of the Harbourfront Zoning By-law will be met. However, given the success of the presale marketing program, all three phases will likely be submitted for development review within a three month period. Thus page 16 of the Sub-Area Plan and Plans 4.8(a) and (b) could be deleted entirely.

(iii) Since the time of submission Harbourfront has also completed the preliminary design of Building or Phase 2, which has had certain implications in both the definition of parking and the height of both Buildings 2 and 3 (Building 1 has not been fixed at 19 stories). The density remaining from Building 1 and its associated parking will be evenly split between Buildings 2 and 3, and the associated parking. This will yield residential structures of 31 stories in the case of Buildings 2 and 3. Given the approximate 25% range proposed earlier for Buildings 2 and 3, the tables in the sub-area plan, are still accurate. However, you may wish to incorporate more up to date date which is as follows:

Parcel JQ-3

	Res. Non-Parking g.f.a. m2	Res. Parking g.f.a. m2	Sub-Total	m2
Building 1	11 466	3 340	14 806	(Approx. 15%)
Building 2	18 721	4 500	23 221	(Approx. 15%)
Building 3	19 221	3 611	22 832	(Approx. 15%)
			60 859	

(iv) Given the success of the presale program, and the fact that Buildings 1 and 2 will undergo Development Review together, with Building 3 to be submitted soon thereafter, we proposed that Section 2.2.1 and Plan 4.12 be deleted entirely.

These in general are the revisions which we propose be incorporated into the appropriate sections of the Part B plan.

We would also like to confirm that you will recommend approving a 10 metre wide ramp allowance in the absence of overdue comments from Metro Planning. Further, we have arranged through a representative at MOE that, at minimum, verbal comments be provided to us early this week. We will, of course, immediately apprise you of their comments.

Lastly, the approval of this plan will require that Section 7.1(c) of the Master Agreement be modified. As was outlined in our last letter regarding the approval of the Part A plan, the circumstances surrounding the Spadina Quay park process caused unavoidable delays. However, the design process is now once again underway as a result of a recent meeting held between all pertinent City Departments and Harbourfront. In view of the above, we respectfully request that you modify Section 7.1(c) of the Master Agreement to allow the immediate cossideration of the sub-area plan.

Thank you once again for your efforts in expediting consideration of this plan."